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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR — The closing rate of the dollar on demand, to-day was 1/- 7/8.

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HONG KONG, FRIDAY, JANUARY 2, 1931.

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SIR WILLIAM PEEL IN NEW YEAR'S HONOURS

H.E. CREATED A K.C.M.G.

HONOUR FOR VICE-CHANCELLOR OF HONG KONG UNIVERSITY.

AMOY CONSUL DECORATED

The New Year's honours list, which has just been issued, includes four new Peers, five Baronets, three Privy Counsellors, 64 Knights and many Orders of Merit. Prominent among the Honours is that of Knight Commander of the Order of St. Michael and St. George, which has been bestowed upon His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.), whilst Mr. W. W. Hornell, C.I.E., Vice-Chancellor of Hong Kong University, becomes a Knight Bachelor. Vice-Admiral William Archibald Howard Kelly, C.B., is made a Knight Commander of the Bath, whilst Sir Charles Tegart, Commissioner of Police in India, becomes a Companion of the Star of India, a highly-prized decoration. An interesting feature of this year's honours is the conferment of a Knighthood on Mr. George Quinlan Roberts, C.B.E., M.A. (Oxon.), Secretary and Receiver of St. Thomas's Hospital since 1930, who, under the pseudonym of "Audax," donated £100,000 to King Edward's Hospital Fund in April, 1929, as a thank-offering for His Majesty's recovery from his illness.

The Honours List includes the following:

Peers.

HINDLEY, Sir John, Scott, Kt., cr. 1921; Cross of Chevalier of the Crown of Italy; Partner in firm of Stephenson, Clarke & Co., Member of Coal Controller's Export Advisory Committee, 1917-18; Commercial Adviser Mines Department since 1918; Alderman Ward of Tower, 1924; b. October 24, 1883; s. of late Rev. Wm. Talbot Hindley, M.A., of Eastbourne; M. 1909, Vera, er. d. of James Westoll, J.P., of Coniscliffe Hall, Darlington, Co. Durham; two d. Educ.: Weymouth College.

LAMB, Sir Ernest (Henry), Kt., cr. 1914; C.M.G. 1907; M.P. (L.) Rochester, 1906-1910, and 1910-18; b. Hornsea, E. Yorks, September 4, 1876; e. s. of late Benjamin Lamb and Eliza Lowry; m. 1913, Rosa Dorothea, y.d. of W. J. Hurst, J.P.; Drummaness, Co. Down; three s. three d. Educ.: Dulwich; Wyckiffe College, Stonehouse, Glos. J.P. Surrey; member of the City of London Corporation since 1903; Free Churchman; a Lay Representative to the Wesleyan Methodist Conference, and Treasurer of the Temperance and Social Welfare Department; sometime Chairman of the City of London Schools Committee; and of the City of London Police Committee.

PLENDER, Sir William, 1st Bt., cr. 1923; G.B.E., cr. 1918; Kt., cr. 1911; J.P., Kent; Lieut. City of London; Knight of Grace, Order of St. John of Jerusalem in England; Order of Merit; President, Institute of Chartered Accountants, 1910-12; b. August 20, 1861; e. s. of late William Plender; m. 1891, Marian, Lady of Grace of St. John of Jerusalem, d. of late John Channon; no c. Senior partner, Lelotte, Plender, Griffiths & Co., London, United States, Canada, Argentine, Mexico, Cuba, Brazil, and South Africa; has been engaged on Government and public inquiries at home and abroad; served on Departmental Committees; acted for the Metropolitan Water Board on acquisition in 1903 of London Water Companies; advised the Government in connection with the Port of London Bill, 1908; President of Chartered Accountants' Students Society of London since 1909; Member of Committee on Irish Finance, 1911; Investigator appointed in 1912 to enquire into existing conditions of medical work and remuneration under the National Insurance Act, 1911; Member of Royal Commission on Railways, 1913; Commissioner (unpaid) under the Welsh Church Act, 1914; Treasury Controller, 1914-15; Member of Council of the Royal Society, 1914; of Committee on

pointed in 1914 by Postmaster-General to consider organisation of the Telegraph Service; of Liquor Trade Finance Committee (England and Wales), 1915; Government Representative on Metropolitan Munitions Committee, 1915-18; of Clerical and Commercial Employments Committee, 1915; of Advisory Panel Military Service (Civil Liabilities) Committee, 1916; of Enemy Debts Committee, 1916; Chairman City of London War Savings Association since 1916.

OFFICIAL NOTIFICATION.

A Government Gazette Extraordinary published yesterday states: His Majesty the King has been graciously pleased to approve the following appointments:—
Knight Commander of the Most Distinguished Order of St. Michael and St. George:—
Sir William Peel, K.B.E., C.M.G.
Knight Bachelor:—
William Woodward Hornell, C.I.E.
His Majesty the King has been graciously pleased to approve the following appointments in the Most Excellent Order of the British Empire: To be an Ordinary member of the Fourth Class or Officer (Civil Division):—
Edgar William Carpenter. To be an Ordinary member of the Fifth Class or Member (Military Division):—
Sergeant Major William Harold Edmonds.
His Majesty the King has been graciously pleased to award the King's Police Medal to Mr. Walter Kent.

RUTHERFORD, Sir Ernest, Kt., cr. 1914; O.M. 1925; F.R.S. 1908; Cavendish Professor of Experimental Physics and Director of Cavendish Laboratory, University of Cambridge, since 1919; Professor of Natural Philosophy, Royal Institution; b. Nelson, New Zealand, August 30, 1871; s. of James and Martha Rutherford, Taranaki, N.Z.; m. 1900, Mary G. Newton, d. of Arthur and Mary De Renzy Newton, Christchurch, N.Z.; one d. Educ.: Nelson College; Canterbury College, Christchurch; New Zealand University; Cambridge University. M.A. degree with 1st class Honours in Mathematics and Physics, 1893; B.Sc. degree, and 1891 Exhibition Science Scholarship, 1894; proceeded to Cambridge and entered Trinity College, and prosecuted research at Cavendish Laboratory; B.A. Research degree, and Cantabrigia Scholarship, 1897; D.Sc. New Zealand University, 1901; LL.D. Universities of Pennsylvania

SILVER QUESTION AGAIN.

Mexican Finances Stabilised.

LOAN FROM AMERICA.

New York, Dec. 31. News from Mexico City states that the National City Bank of New York has granted the Mexican Government a credit of \$3,000,000 for the purpose of stabilising exchange in Mexican currency, by the purchase of dollar drafts on New York guaranteed in gold. The loan is to be repaid within six months to two years.

A New Partner. Mr. Parker Gilbert, ex-Agent-General on the Reparations Commission, becomes a partner in the firm of Messrs. J. P. Morgan & Co. from January 2.

More Banks Shut Down. Jackson, Miss., Dec. 31. Six banks with deposits totaling \$1,730,000 have closed in Mississippi. — Reuter's American Service.

Wisconsin, McGill, Birmingham, Edinburgh, Melbourne, Yale; Ph.D. Glessen; D.Sc. Dublin, Durham, Oxford, Liverpool, Toronto; D. Phys. Clark; awarded Rumford Medal, Royal Society, 1905; Copley Medal, 1922; Barnard Medal, 1910; Franklin Medal, 1924; Bressa Prize from Turin Academy of Science 1908; awarded Nobel Prize for Chemistry, 1908; President of Royal Society, 1926; President of British Association for Science, 1923; Macdonald Professor of Physics, McGill University, Montreal, 1898-1907; Langworthy Professor and Director Phys. Laboratories, University of Manchester, 1907-19; Fellow of Trinity College since 1919.

Baronets.

MAY, Sir George Ernest, K.B.E., cr. 1918; F.I.A.; Member of the Council of the Institute of Actuaries; Secretary to the Prudential Assurance Co.; b. 1871.

DEBENHAM, Ernest Ridley, Chairman and Managing Director of Debenham, Ltd.; Director of Lloyds Bank and Royal Exchange Assurance Corporation; b. 1865; e. s. of late Frank Debenham; m. 1893, Cecily, d. of Right Hon. William Kenrick; three s. five d. Educ.: Marlborough; Trinity College, Cambridge.

BRADFORD, Sir John, Rose, C.M.G., cr. 1911; C.B., 1916; C.B.E. 1919; M.D., D.Sc.; Hon. M.D. Christiania; F.R.C.P., F.R.S.; President of Royal College of Physicians since 1926; late Member of the Senate, University of London; Consulting Physician to the University College Hospital; late Holme Lecturer on Clinical Medicine to the University College Hospital Medical School; Secretary of the late Royal Society, 1908-1915; late Senior Medical Adviser to the Colonial Office; Hon. Major-General, A.M.S.; b. London, May 7, 1858; m. 1899, Mary, O.B.E., d. of late Thomas Foulkes Roberts, J.P. Educ.: University College School, College, and Hospital. Formerly George Henry Lewes student and Grocer Research Scholar; served European War, 1914-19 (despatches, C.B., C.B.E.). Publications: papers on medical and scientific subjects.

GREGORY, Sir Richard (Arman), Kt., cr. 1919; Hon. D.Sc. (Leeds and Bristol), F.R.A.S., F.R. Met. Soc.; F. Inst. P., F.I.J.; Emeritus Professor of Astronomy, Queen's College, London; assistant editor of Nature, 1898-1919; editor since 1919; joint editor of The School World and of the Journal of Education, with which it was incorporated in 1918; b. Bristol, 29 Jan. 1864; s. of John Gregory; m. 1888, Kate Florence Dugan (nee Pearn) (d. 1925); one s. one d. Educ.: Queen Elizabeth's Hospital, Bristol; Roy. Coll. of Science, London. Assistant in Physical Laboratory, Clifton Coll., 1882-85; student at the Royal College of Science, 1885-87; Science Demonstrator in R.M. Dockyard (Continued on Page 6)

AMY JOHNSON AGAIN.

Attempts Solo Flight to China.

DAILY MAIL ANNOUNCEMENT.

London, Dec. 31. The Daily Mail announces that Miss Amy Johnson has started a solo flight from England to Peking via Moscow.

Later. Miss Amy Johnson left Stag Lane aerodrome to-day on a flight to Peking via Berlin, Warsaw, Moscow, and Omsk. Only a score of people witnessed the start of Amy Johnson's flight. She took off in a red and white Gipsy-Moth, presented to her after her Australia flight. She was wearing a parachute.

In an interview, Miss Johnson said she had no idea how long it would take to reach China. She is not hurrying and doubted if she would get beyond Brussels to-day, owing to fog.

A Hazardous Trip. London, Yesterday. The Russian section of the flight

PRIESTS SAFE.

Catholic Fathers and Sisters Now in Kinfa.

Shanghai, Yesterday. The Apostolic Delegation has received a telegram from Father Mignani stating that four Fathers and five Sisters were freed by the Government forces on Christmas Day and arrived at Kinfaun December 29. — Reuter.

is likely to be most hazardous, as the cold there is most intense and the ground will perhaps be several feet deep in snow.

Miss Johnson is changing the wheels of her machine for skis at Moscow.

The Soviet Embassy told a Reuter representative that there were air-routes all over the country. If she succeeded in reaching the aerodromes, she would be all right, but it is a most difficult and plucky flight to undertake.

Mrs. Johnson said her daughter had made no definite plans, and had no particular object in making the flight, except that she was keen to fly to China and establish another British air record. — Reuter.

Landing at Liege. Brussels, Yesterday. Miss Amy Johnson landed at Liege at 4.15 p.m. to-day. — Reuter.

STERILE STERLING.

GLOOMY OUTLOOK FOR BRITISH BUDGET.

London, Dec. 31. Treasury returns covering the nine months ending to-day show a deficit of £180,000,000 compared with £169,000,000 for the same period 10 years ago.

Mr. Snowden anticipated a net surplus for the full year (to December 31, 1931), of over £2,000,000. Budget prospects therefore are not bright. — Reuter.

SIR H. MCGOWAN.

NEW CHAIRMAN FOLLOWS LORD MELCHETT.

London, Yesterday. Due to Lord Melchett's death Sir Harry McGowan has been elected chairman and managing director of the Imperial Chemical Industries, and the Marquis of Reading has been elected president. — Reuter.

THE OPPORTUNIST.

"How much do you offer your wife?" asked the chairman at Southend Police Court. Scotsman: Three shillings a week. Chair: I did not hear your answer. How much? Scotsman (promptly): Two shillings a week.

HOME MINING DISPUTE.

Hopes of A Final Settlement.

THE NEW YEAR SPIRIT.

London, December 31. A last minute move was made by the miners' executive at Cardiff to-day when the meeting was adjourned until evening, in order to meet Government representatives from London.

Later. Strenuous efforts by the Government to reopen negotiations failed at a late hour. The Miners' Federation has instructed the members in South Wales not to work to-morrow.

A Ray of Hope. London, Yesterday. The coal stoppage in South Wales will certainly last three days, but a ray of hope lies in the fact that the miners and owners have agreed to call a meeting of the Conciliation Board to discuss a settlement on January 3. — Reuter.

ARSON CASE.

SHIP FOREMAN IN THE BOX.

SEQUEL TO THE FIRE.

At the resumed hearing this morning of the case in which three men stand charged with attempted arson at 77, Wing Lok Street, evidence in chief was taken from a foreman of a steamboat said to be owned by Li Sui-ping, the first defendant.

Witness recognised Li Sui-ping as the owner of the boat, and said that he had met the first defendant at the boat. He also knew the third prisoner as a cook employed at the Tin Sang Tong shop.

Witness went on to detail how he met the first accused the day following the fire. Accused, he stated, appeared worried in his manner, and following a conversation, went to Mongkok Police Station with him.

LEGION WOMEN.

CAPTAIN SAYS THEY ARE A NUISANCE.

An attack on the women's section of the British Legion was made at the annual meeting of the Deal and District branch of the Legion by the chairman, Captain C. W. Monckton.

The discussion arose out of a proposal to co-operate with the local branch of the women's section in the organisation of Poppy Day.

Captain Monckton said: In many respects these women's sections are an internal nuisance throughout the country. "My friend, Colonel Grant, who is head of the Kent County Executive has told me that the women have given us a lot of trouble."

"They are not officially recognised by the Legion, who only recognise those who actually served in the war—the W.A.A.F.s, the W.R.E.N.s and the W.E.A.F.s."

"No interference." "Women seem to have no sense of discipline and we are not going to let them interfere with or control the affairs of the Legion. Over the question of Lord Haig's memorial they have given me a lot of trouble in this town."

"We do not recognise those people who are just the cousins or sweethearts of the men who fought in the trenches."

Several members protested against the chairman's remarks. One said they were a slight on the mothers, widows and women who gave their all to the country and who had one of the hardest jobs of all, that of waiting at home.

The proposal to form a joint committee to organise Poppy Day was rejected by the chairman as being out of order, and a voluntary Women's Committee was formed.

A Woman's Reply. Councillor Mrs. Edgar, chairman of the Deal and District branch of the Women's Section of the Legion, when her attention was drawn to Captain Monckton's speech said: "Captain Monckton's remarks are an insult to the whole of the women's sections of the Legion throughout the country. The women's sections have always been

SLUMP IN SOVIET GOLD ROUBLE.

Due to Forfeitable Closing of Bank.

JAPANESE INDIGNANT.

Harbin, Dec. 20. The Soviet Gold Rouble, which is maintained at the artificial rate of 50 cents American currency inside Russian territory, slumped on the Harbin market to-day to a value of approximately three cents in United States currency or seven sen in Japanese currency.

The reason for the slump was directly due to the action of the Soviet authorities in forcibly closing the Vladivostok branch of the bank of Chosen. The closure of the bank is considered very serious from the standpoint of Japanese economic relations in Siberia and many of the Japanese traders in the Vladivostok district are ready leaving due to the increasing difficulty of doing business.

Closure Illegal. Since the Bank of Chosen was the only so-called "capitalistic" financial organ in the Russian Far East, all Japanese commercial, industrial as well as the fishery enterprises conducted their financial transactions through the bank.

Japanese officials here insist the closure of the bank was strictly illegal as the Soviet authorities had granted it full permission to operate. Owing to the fact that the bank extended ordinary banking and commercial facilities which were granted by the Soviet state institutions, it also attracted considerable private Russian business. — Canton News Agency.

MODERATE, FINE.

The Royal Observatory weather report issued at 10.55 a.m. to-day, states:—
The anti-cyclone has passed into the Pacific.

The depression has deepened and moved N. Eastward into the Sea of Japan.

The monsoon will set in again along the S. E. coast of China and remain moderate over the China Sea.

Local forecast:—N.W. to N.E. winds—moderate, fine.

The following telegram was received from the Manila Observatory at 9 a.m. to-day:—
Typhoon in about 142 degrees East 09 degree Lat N. moving W.

Cyclone or Typhoon W. of Yap moving W. or W.N.W.

VERSAILLES DRAMA.

LADY OWEN ARRESTED FOR SHOOTING INCIDENT.

Versailles, Nov. 1. Lady Owen, who is under arrest for the shooting of Madame Gastaud, was to-day confronted with the latter's husband, Doctor Gastaud, with whom she claims to have been intimate.

Dr. Gastaud admitted he asked her to lend him £800 in bank notes to enable him to start a nursing home.

He said he asked for the bank notes so that Lady Owen's name should not appear on a cheque in connection with his financial affairs.

Dr. Gastaud also alleged that Lady Owen uttered threats against his wife.

It was his opinion that Madame Gastaud was on her way to complete recovery.

their utmost to assist the Legion in every way, and to-day are helping the wives and families of ex-service men wherever it is needed.

"The women's section throughout the country number thousands, and it is most insulting, 12 years after the war to tell bereaved mothers, widows and others that they are undisciplined and their sections an internal nuisance."

"The women of the Deal and District branch took at the Menin Gate review to the dead. We will never fall you," and we shall always be here to that vow."

NEW SOUTH AFRICAN TEST RECORD.

Siedle and Mitchell Put on 260 Runs.

BIG ADVANTAGE GAINED.

Cape Town, Yesterday. The second Test match between South Africa and England opened in sunny weather before 7,000 spectators. The wicket proved to be of good turf and, on winning the toss, H. G. Deane decided to open the innings with B. Mitchell and I. J. Siedle.

At lunch the pair were unseparated with 79 runs on the board, Siedle having scored a shade less than Mitchell in scoring 42 as against the latter's 35.

The batsmen gained an upper hand over the bowling and Mitchell, who was exploiting his classic strokes. Both batsmen took no risks and went on to create a new South African first wicket record.

The previous record was made at Edgbaston, Birmingham in 1929 when R. H. Catterall and B. Mitchell compiled 171 for the first wicket partnership. At the tea interval the pair were still together with 178 runs on the board, Mitchell having scored 77 and Siedle 96.

Both batsmen went on to make their own highest individual Test scores and defied the bowling until eight minutes before the close, when, within only 9 runs of beating the record partnership of Hobbs and Sutcliffe, who scored 268 at Lord's in 1924, Siedle was taken at mid off by Chapman off White, 260—111.

Siedle's effort had been of extraordinary worth and lasted nearly five hours, and he had scored 44 runs. With Napen, Mitchell played out time and took the score to 230 without further loss. — Reuter.

Scores:—
South Africa—First Innings: I. J. Siedle, c. Chapman, b. White, 141.
B. Mitchell, not out, 128.
E. P. Napen, not out, 12.
Extras, 17.

Total (for 1 wk.) 230.
Fall of the wickets: 1 for 260.

HEAVY FLOODS.

WIDESPREAD DAMAGE IN FRANCE AND BELGIUM.

Paris, Nov. 25.

The Seine is rising, and many people living on the banks in the outskirts have had to evacuate their houses.

The flooding is increasing. In the low-lying quarters of Choisy-le-Roi the Seine is overflowing its banks at Argenteuil. [The former is a little to the south, and the latter a little to the north of Paris.] At Corbeil (more to the south) the river has overflowed, and some quarters in Viry and Chailly are flooded, some streets being covered with water to a depth of 1 metre 50. Some 400 inhabitants have had to evacuate their houses. Some communes in Juvigny and Villeneuve-St. Georges are also partially flooded.

Termonde (Belgium), Nov. 26. The floods from the Escant and Dendre rivers, covering the whole region, a hundred firemen are working night and day to fill up the breaches in the embankments of the Escant and Dendre by means of tons of thousands of bags of sand.

Namur (Belgium): A cyclone has visited the district of the Ardennes, causing a rise in the river Meuse, which is now 4 metres 50 above the normal level. The damage being done is considerable.

Amsterdam, Nov. 26. The rise in the Meuse has caused grave inundations in the province of Limbourg. It is feared that the weir at Beers may not function soon, and that part of the province of North Brabant may be inundated. The Weir River has overflowed its banks in the region of Nimwegen. The embankment of the Escant has broken in several places near Beers, causing serious damage. In the port of Rotterdam several vessels have been seriously damaged.



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S.S. "VENEZIA-L"	Jan. 30	Mar. 10
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ASAMA MARU	Wednesday,	4th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
HIYE MARU (Leave from Kobe)	Wednesday,	21st January.
HIKAWA MARU	Thursday,	12th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
HARUNA MARU	Saturday,	10th January.
KATORI MARU	Saturday,	24th January.
SYDNEY & MELBOURNE via Manila & Port.		
KAMO MARU	Thursday,	22nd January.
KITANO MARU	Thursday,	19th February.
BOMBAY via Singapore, Penang, & Colombo.		
TANGO MARU	Sunday,	11th January.
TOTTORI MARU	Tuesday,	27th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
YUNO MARU	Sunday,	1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.		
KAWAGISHI MARU	Saturday,	21st February.
NEW YORK, BOSTON via Panama.		
TATSUNO MARU	Tuesday,	6th January.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.		
DURBAN MARU	Monday,	10th January.
CALCUTTA via Singapore, Penang & Rangoon.		
MURORAN MARU	Tuesday,	6th January.
AKITA MARU	Thursday,	15th January.
SHANGHAI, KOBE & YOKOHAMA.		
YASUKUNI MARU	Wednesday,	7th January.
BENGAL MARU	Thursday,	8th January.
KITANO MARU (Nagasaki direct)	Wednesday,	14th January.
HAKONE MARU	Friday,	23rd January.

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NAVAL TREATY.

A SIMPLE BUT HISTORIC CEREMONY.

The British Empire, the United States of America, and Japan—the world's three greatest naval Powers—took the final step in the reduction of their fleets when they deposited at the Foreign Office in mail week the sealed ratifications of the London Naval Pact which was signed in London on April 22 last.

It was a brief and simple ceremony, lasting less than thirty minutes, and took place in the historic Locarno Room of the Foreign Office.

Mr. Ramsay MacDonald sat at the head of the table, around which were seated the Foreign Secretary, Mr. Arthur Henderson, General Dawes, United States Ambassador, and Mr. Matsudaira, the Japanese Ambassador. The French and Italian Ambassadors, whose Governments did not sign the treaty, watched the ceremony, but took no part. The Dominions were represented by their Prime Ministers, with the exception of Ireland, which has not yet ratified the treaty.

Royal Signature.
The proceedings were opened by Mr. Ramsay MacDonald, who laid out on the table the Empire's ratified form of the treaty bearing the King's signature, and then called upon the American and Japanese Ambassadors to deposit their own treaties ratified by their respective Parliaments.

The Empire's treaty was contained in a handsome bound blue leather book embellished in gold. The text of the treaty was printed on vellum, and bore the solemn undertaking that "The King engages and promises his royal word" to give effect to the treaty. The King's signature appeared on each of the Dominion ratifications.

A declaration was signed by all those taking part in the ceremony that they had met together to deposit the ratification of the London Naval Pact. This declaration included the reservation of the United States Senate that the United States signed the treaty on the understanding that there were no secret documents which might modify its provisions.

Mr. MacDonald closed the proceedings with a short speech, in which he expressed his gratification that the arduous negotiations in London last winter had ended in the ratification of the treaty by the British Empire, America, and Japan, and added: "I am still living in hope that before long the names of France and Italy will be associated with the treaty."

CONSIGNEES' NOTICES

Consignees of Cargo ex m.v. Peru are reminded to take delivery of their goods which will be subject to rent after January 6, 1931.

Consignees of Cargo ex s.s. Steel Trader are reminded to take delivery of their goods which will be subject to rent after January 6.

PASSENGER LIST.

ARRIVALS

Per s.s. Empress of Russia on December 30:
Miss B. C. Powers, Mr. H. C. B. Watson, Mr. G. Gentile, Mr. J. D. Humphreys, Mr. L. Nagel, Mr. K. Khanchand, Dr. Lee S. Hui-zeng, Mr. W. Hochstet, Mrs. Sophie Sison, Capt. H. L. Black.

ARRIVALS OF SHIPS.

Tuesday, Dec. 30.
An Lee, Chinese str., 992 tons, Capt. S. Sano, from Dairen, buoy No. C35—Yee Tai Hong.
Apoey, British str., 1,667 tons, Captain C. W. Shearer, from Hongkong, Hok Uen Anchorage.

—Wo Fat Sing.
Foo Lee, Chinese str., 859 tons, Capt. K. Sano, from Taingtao, buoy No. C14—Shun Tai Hong.

Kojun Maru, Japanese str., 1,305 tons, Capt. Y. Nishimoto, from Dairen, Yaumati Anchorage—D.K.K.

Nankoh Maru, Japanese str., 2,950 tons, Capt. I. Yamakata, from Sakito, buoy No. B26—N.K.K.
Steel Trader, American str., 3,450 tons, Capt. F. Pickering, from Shanghai, Laichikok Anchorage—Bank Line.

Yuan Lee, Chinese str., 1,661 tons, Captain A. Kraukle, from Swatow, buoy No. B38—Yuan Seng Fat.

Wednesday, Dec. 31.
Burma Maru, Japanese str., 2,818 tons, Captain S. Shirai, from Moji, Kowloon Wharf—O.S.K.

Canton Maru, Japanese str., 2,820 tons, Captain Y. Iwasaki, from Swatow, O.S.K. Wharf—O.S.K.
Chang Kiang, French str., 1,717 tons, Capt. L. J. Cruchot, from Holhow, buoy No. A10—Sing Kee & Co.

Chian Lee, Chinese 1,850 tons, Capt. K. Iehi, from Swatow, buoy No. B16—Yee Tai Hong.

Chinhua, British str., 1,353 tons, Capt. A. N. Taylor, from Weihaiwei, buoy No. B37—B. & S. Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A2—J.C.I.L.

Dell Maru, Japanese str., 1,293 tons, Captain R. Sanada, from Canton, O.S.K. Pier—O.S.K.

Hai Ning, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf—Douglas S.S. Co.

Hang Sang, British str., 1,356 tons, Captain A. D. Kelman, from Canton, buoy No. B32—J. M. & Co.

Hydrangea, British str., 561 tons, Captain P. W. Grierison, from Swatow, Chiu On Wharf—Chiu On & Co.

Limchow, French str., 1,591 tons, Captain P. B. Morganti, from Canton, buoy No. C18—Sing Kee & Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Swatow, buoy No. A24—N.Y.K.

Melville, Dollar, American str., 4,319 tons, Capt. O. Arnesen, from Amoy, buoy No. A26—Dollar S.S. Line.

Tetsuzan Maru, Japanese str., 1,240 tons, Capt. K. Murakami, from Holhow, Yaumati Anchorage—Wada Jimusho.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Manila, buoy No. A4—J.C.I.L.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

Berwick—West Wall Dock
Bruce—No. 8 buoy
Cornflower—In dock
Herald—No. 4 buoy
Iroquois—North wall
Moth—South wall
Marazion—East wall
Medway—North p.m.
Moonher—In dock
Osiris—East wall
Odin—North arm
Oswald—North arm
Stormcloud—South wall
Sepoy—South wall
Sandwich—No. 6 buoy
Sirdar—No. 7 buoy
Seydlitz—No. 11 buoy
Tamar—East
Tribulation—South wall
Tiger—North wall
Mimosa—American gunboat
Garguise—French destroyer

NEW SOMALI.

HAIN LINE'S ASSOCIATION WITH THE P. & O.

Indication of the close connection between the Hain Line and the P. & O., whose cargo services it is now covering, is shown by the nomenclature of the new ships of the fleet. The old Cornish names beginning with Tre seem to have been abandoned entirely, and traditional P. & O. names are now being given to the fast cargo ships of the combination. The latest is the Somali, which has just been launched by Harland and Wolff's Govan yard as an improvement on the B type, a fast cargo ship with Bauer Watch machinery, and gross tonnage of about 6,800 tons.

The previous Somali was, of course, a very well-known passenger ship on the P. & O. service, one of the S. type, built in 1901, a 14-knot ship of rather less than 7,000 tons, designed to carry both passengers and cargo on the various services. For her size and speed as she was a particularly useful and popular vessel, and was one of the ships which the P. & O. Line employed regularly on their trooping to India before the war, a service on which she was put directly was broke out. She did very useful work bringing the regular troops home from India and taking troops out to the Dardanelles. While she was out there in 1915, she was converted into a hospital ship, and after doing that work for some time was returned to the company to maintain its skeleton services, when so many of its big ships were taken up as auxiliary cruisers and troopships. At the end of the war she was trooping again, taking Americans out to Archangel, and, incidentally, nearly being destroyed by incendiary bombs. After another spell of service on the Eastern run she was employed trooping in the 1922-23 season, then laid up in the West Country, and towards the end of 1923 sold to be broken up in Denmark.

CONSIGNEES.

BLUE STAR LINE (1920), LTD.

NOTICE TO CONSIGNEES.

Steamer, "CELTIC STAR"

From ANTWERP, HAMBURG, LONDON, ROTTERDAM AND PORTS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd January, 1931, will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 12th January, 1931, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ainslie, on the 6th January, 1931, at 10 a.m.

All claims against the vessel must be presented to the undersigned before the 12th January, 1931, or they will not be recognised.

Insurance will be effected by Messrs. Anderson & Ainslie, on the 6th January, 1931, at 10 a.m.

Bill of Lading will be countersigned by **DODWELL & CO., LTD.** Agents.

Hong Kong, 26th December, 1930.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

The Motor Vessel, "PERU" having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th January, 1931, at 4 p.m., will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ainslie, on the 6th January, 1931, at 10 a.m.

All claims against the vessel must be presented to the undersigned before the 12th January, 1931, or they will not be recognised.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 5	Jan. 8	Jan. 10	Jan. 12	Jan. 20
Empress of Asia	Feb. 18	Feb. 21	Feb. 24	Feb. 26	Mar. 7
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 20
Empress of Russia	Mar. 18	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia	Apr. 19	Apr. 22	Apr. 25	Apr. 27	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 28	May 30	Jun. 10
Empress of Asia	June 6	June 9	June 11	June 13	June 22
Empress of Canada	June 20	June 23	June 25	June 27	July 8
Empress of Russia	July 3	July 6	July 8	July 11	July 20
Empress of Japan	July 18	July 21	July 23	July 25	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17

* (Call at Nagasaki the day after departure from Shanghai).
† Calls at Honolulu on May 8. ‡ Calls at Honolulu on June 5.

HONG KONG—MANILA SERVICE.

Leave Hong Kong Manila

Emp. of Japan Jan. 10 Jan. 12

Emp. of Canada Feb. 7 Feb. 9

Telephone: Passenger... 20752

Freight... 20042

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BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

(1,068 tons—Capt. Trotti.)

JANUARY.

WED. 7th SUN. 25th

TUES. 13th FRI. 30th

MON. 19th

S.S. "TAI MING"

(649 tons—Capt. W. H. Lawton.)

JANUARY.

MON. 5th WED. 21st

SUN. 11th TUES. 27th

FRI. 18th

For information apply to

SANG WO Co., Ltd.

23, Cross Street, West.

Phone 20893.

O. S. K.

SAILINGS FROM HONG KONG. SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Altai Maru	Fri.	9th Jan.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	La Plata Maru	Fri.	6th Feb.
BOMBAY via Singapore & Colombo.	Havre Maru	Sat.	3rd Jan.
DURBAN, LOUBOUQUE MARQUES, BEIRUT, DAE-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Mexico Maru	Mon.	5th Jan.
MELBOURNE via Manila, Brisbane & Sydney.	Bridgman Maru	Mon.	5th Jan.
CALCUTTA via Singapore & Rangoon.	Eurima Maru	Fri.	2nd Jan.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Manila Maru (From Kobe)	Sat.	3rd Jan.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwantu Maru	Thurs.	8th Jan.
JAPAN PORTS (Freight Service).	Celebes Maru	Thurs.	8th Jan.
HAIPHONG via Holhow & Pakhoi (Fortnightly).			
KEELUNG via Swatow & Amoy (Every Sunday Noon).			
TAKAO via Swatow & Amoy (Fortnightly).			

For further particulars please apply to:

OSAKA SHOSEN KAISHA.

Telephone 2801

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be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

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ELECTRICAL
ENGINEERS.

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Length on Blocks 750 Feet.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

THREE SLIPWAYS

Capable of Handling Ships Up

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Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
RANCHI	10,950	3rd Jan.	Bombay, Marseilles & London.
*MIRZAPUR	6,715	6th Jan.	Noon Straits, Colombo & Bombay.
*JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
*PERIM	7,048	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. * Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	7th Jan.	Singapore, Penang & Calcutta
TALAMBA	8,018	16th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	2nd Jan.	Manila, Rabaul, Brisbane, Sydney
NELLORE	6,853	31st Jan.	3 p.m.
TANDA	9,960	28th Feb.	& Melbourne.

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

COMORIN	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
*KIDDERFORD	5,334	6th Jan.	Shanghai, Moji & Kobe.
NELLORE	6,853	6th Jan.	Shanghai, Moji, Kobe, Osaka & Yama.
TALMA	10,000	12th Jan.	Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KIWA	8,135	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,960	6th Feb.	Shanghai, Moji, Kobe, Osaka & Yama.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	16,610	28th Feb.	Shanghai, Kobe & Yokohama.
RAWALPINDI	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Yama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Yama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

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ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
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Work Office: 44, Connaught Road Central, Hong Kong. Tel. 20455.
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Estimates furnished on application.

Hong Kong, April 1, 1931.

ROUND THE CINEMAS

"THE NEW MOVIE-TONE FOLLIES
OF 1931."

COMING ON SUNDAY.

Popularity has its drawbacks,
especially if you are a handsome
young bachelor, according to the
experience of William Collier, Jr.,
leading man in "The New Movie-
tone Follies of 1930," coming to
the Queen's Theatre on Sunday.
"Buster" Collier has been re-
ported engaged, at least fifty times
and always to a different girl.
Being a gentleman, he has never
made a flat denial. Whenever
newspaper people have asked him
about his plans to marry some one
or others, he has politely referred
them to the young lady in the
case and let her do the denying.

Collier has always taken his re-
ported engagements in good tem-
per. Recently, he was reported
engaged to an actress he had met
only once in his life and old
enough to be his mother.

Wm. Collier, Jr., when asked
about the report, laughed and
said: "Oh no, you heard wrong.
It's me she's going to marry,"
ending the lady's efforts to gain
publicity by coupling her name
with the popular young Collier's.

Others in "The New Movie-
tone Follies of 1930" cast include El
Brandel, Marjorie White, Frank
Richardson, Noel Francis and
Miriam Segar. Benjamin Stollf
directed the production.

"HONEY."

"Honey," which started its run
at the Central Theatre yesterday,
is a sweet show. Miss Nancy
Carroll, the darling of America's
movie fandom, is the star. She
is even sweeter than she was in
"Sweetie" if that can be imagin-
ed. The reason is that "Sweetie"
showed her to have moments of
obstinacy, whereas "Honey" shows
her as a completely delectable
character who is at all times lov-
able.

"Honey" scored mightily with
the fans at the Central Theatre
yesterday. It affords fascinating
entertainment every moment. The
comedy tempo is fast and riotous.
The song sequences are excep-
tionally pleasing to the eye and
ear.

The show, a musical romance
with a negligible amount of dan-
cing, is based on the famous stage
hit, "Come Out of the Kitchen."
Miss Carroll is the daughter of a
poverty-stricken Virginia family
who is forced to leave her parental
mansion to Jobyna Ralston, a
wealthy widow from the East, in
order to gain money to pay off
the mortgage.

When the widow moves into the
mansion with her daughter,
Lillian Roth; her chosen prospec-
tive son-in-law, Stanley Smith;
and her detective guardian, Harry
Green, there is a shortage of ac-
tants and Nancy and her brother,
Skeets Gallagher, are forced to
assume the roles of cook and but-
ler respectively.

A series of hilarious comedy
episodes result from this situa-
tion. Of course Stanley Smith
falls in love with Nancy, even
though he is unaware that she is
a high-born Virginian and not
really a kitchen maid.

With the exception of Miss
Carroll and Smith, who, of course,
are the romantic leads, every
character in the cast is a genius
of comedy and the picture is fill-
ed with their laugh-packed antics.
Zasu Pitts is as usual a scream
in the role of a dour house-
maid, and little Mitzi Green, nine-
year old sensation, is extrordi-
narily funny as the prying and pre-
cocious Doris.

The pretty love-themes finishes
satisfactorily. "In My Little Hope
Chest" is the leading song of the
show. Miss Carroll and Smith
sing it charmingly. Another
smashing success is "Sing You
Sinners," a Negro jubilee song.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer	Sailing
T'au via S'ow & S'hai	HANGSANG	Sun., 4th Jan. at 7 a.m.
T'au via S'ow & S'hai	YATSHING	Wed., 7th Jan. at 7 a.m.
T'au via S'ow & S'hai	WAISHING	Sun., 11th Jan. at 7 a.m.
T'au via S'ow & S'hai	CHANGSANG	Wed., 14th Jan. at 7 a.m.
Shanghai	YESSANG	Sat., 3rd Jan. at 7 a.m.
Spore, Penang & Calcutta	SUISANG	Mon., 5th Jan. at 3 p.m.
Spore, Penang & Calcutta	HOSANG	Mon., 19th Jan. at 3 p.m.
Spore, Penang & Calcutta	KUTSANG	Wed., 28th Jan. at 3 p.m.
Osaka via Amoy, Shanghai	KUMSANG	Tues., 20th Jan. at 7 a.m.
Moji & Kobe	YUENSANG	Tues., 27th Jan. at 7 a.m.
Osaka via Amoy, Moji	HINSANG	Sat., 3rd Jan. at 3 p.m.
Sandakan	MAUSANG	Thurs., 15th Jan. at Noon
T'au via S'ow & Fochow	CHIPSANG	Tues., 13th Jan. at 7 a.m.
T'au via S'ow & Fochow	CHEONGSHING	Tues., 20th Jan. at 7 a.m.

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Sailing from Macao at 7.50 a.m.

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which thrills with its tropic
rhythm and clever staging. The
other songs, rendered in upori-
ously funny fashion by the comedy
support, are: "I Don't Need At-
mosphere," "Let's Be Domestic"
and "What Is This Power I Have."

For ill-tempered daughters



There lived at Hong Kong up the
Peak,
A girl who gave Ma too much
"check."
But Pinkettes before food,
Soon cured her ill-mood,
So now she gets one every week.

For ill-tempered daughters, sons
or—yes, husbands as well, there's
nothing to equal a timely dose of
these dainty little laxative and liver
pills. And they won't need to take
them often. Just every now and
then, the food tract and internal
organs generally, need a reminder
to get on with their duties. Pink-
ettes remind them gently yet firm-
ly. Without griping they cleanse
the liver, and intestinal tract,
sweeten the stomach, purify the
breath, clear the skin. Bright eyes
and smiling faces replace ill-tem-
pered frowns.

PINKETTES

WEDNESDAY'S SOLUTION

ASSASSIN	PIRATES	REBELS	THIEVES
STILLER	ROBBER	SMUGGLER	TRICKSTER
CHIEF	SCOUT	TRAILBLAZER	WARRIOR
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER
WARRIOR	TRAILBLAZER	WARRIOR	TRAILBLAZER

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To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville,
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BRITISH STEAMERS, CHANGTE & TAIPING (burning)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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The Sunshine Belt via Honolulu The Short, Straight Route
to America

Fortnightly sailings on Tuesdays
Pres. Madison ..Tues., Jan. 13
Pres. Jackson ..Tues., Jan. 27
Pres. McKinley ..Tues., Feb. 10

Fortnightly sailings on Tuesdays
Pres. Cleveland ..Tues., Jan. 6
Pres. Pierce ..Tues., Jan. 20
Pres. Taft ..Tues., Feb. 3

£120, £112 Special through rates to Europe via United
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lantic lines. Choice of rail lines across
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SPECIAL ROUND TRIP FARES—ORIENT TO EUROPE via
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EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez,
Canal, Alexandria, Naples, Genoa, Marseilles, New York and
Boston.

Pres. Harrison ..Sun., Jan. 11
Pres. Johnson ..Sun., Jan. 25

Pres. Fillmore ..Sun., Feb. 8
Pres. Wilson ..Sun., Feb. 22

TO MANILA

Pres. Madison ..Jan. 6, 6 p.m.
Pres. Pierce ..Jan. 13, 6 p.m.

Pres. Jackson ..Jan. 17, 6 p.m.
Pres. Taft ..Jan. 27, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez,
Canal, Alexandria, Naples, Genoa, Marseilles, New York and
Boston.

Pres. Harrison ..Sun., Jan. 11
Pres. Johnson ..Sun., Jan. 25

Pres. Fillmore ..Sun., Feb. 8
Pres. Wilson ..Sun., Feb. 22

TO MANILA

Pres. Madison ..Jan. 6, 6 p.m.
Pres. Pierce ..Jan. 13, 6 p.m.

Pres. Jackson ..Jan. 17, 6 p.m.
Pres. Taft ..Jan. 27, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

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THE PREMIER ALL WATER ROUTE TO NEW YORK
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All vessels call at SAN FRANCISCO and LOS
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42 Days To New York.

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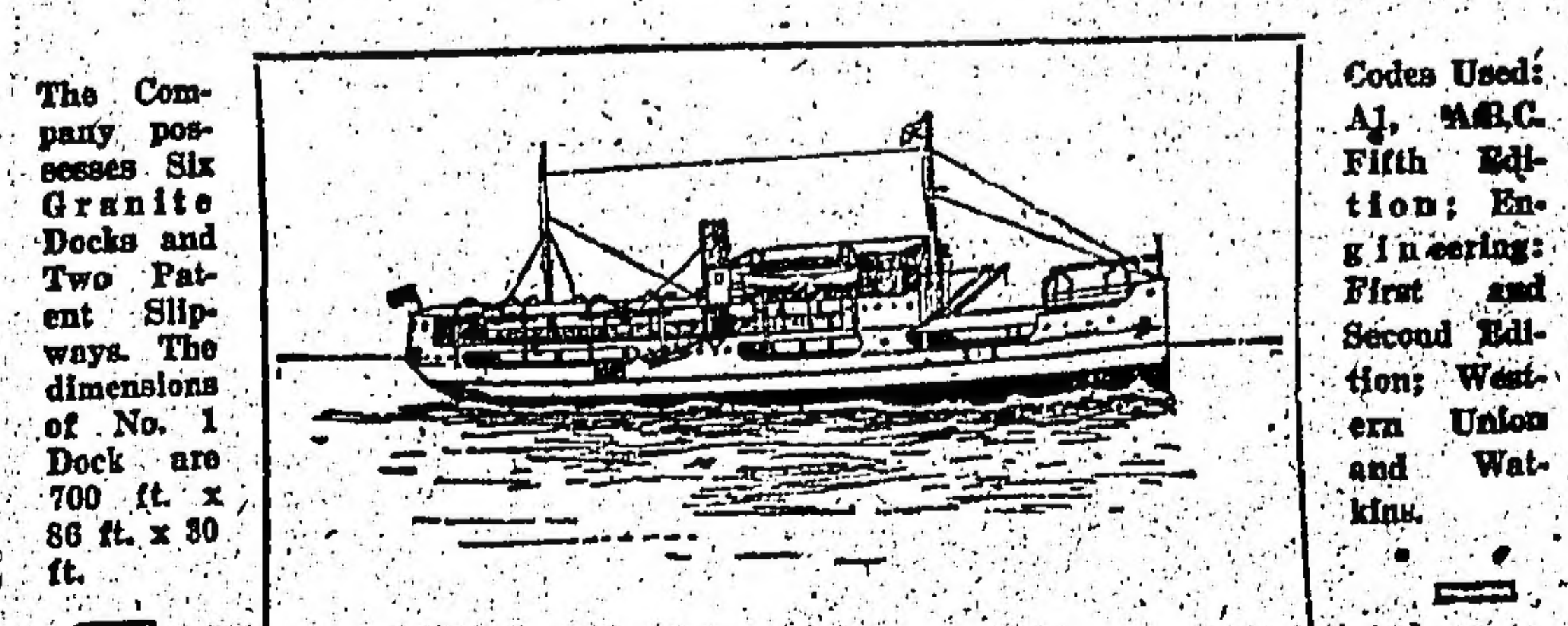
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ent Slip-
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dimensions
of No. 1
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700 ft. x
86 ft. x 30
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ition: En-
gineering:
First and
Second Ed-
ition: West-
ern Union
and Wat-
kins.

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
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NEW YEAR'S HONOURS.

(Continued from Page 6.)

McEWEN, John H., M.A., F.R.A.M., Principal of Royal Academy of Music since 1924; b. Hawick, Educ.: Royal Academy of Music; Was Professor of piano, forte, harmony, and composition, Glasgow; Professor of harmony and composition, Royal Academy of Music, 1898-1924.

ROTHENSTEIN, William, M.A., Hon. A.R.C.A., Principal, Royal College of Art, S. Kensington, since 1920; Professor of Civic Art, Sheffield University, 1917-26; b. Bradford, Yorks, 1872; s. of M. Rothenstein; m. 1899; Alice Mary, e. c. of late Walter John Knewstubb of Chelsea; two s. two d. Educ.: Bradford Grammar School. Came to London, 1898; worked under Legros at Slade School, and afterwards in Paris, where first exhibited; came to Oxford, 1893, and drew portraits. Pictures and portraits: Tate Gallery; British Museum, Victoria and Albert Museum; St. John's College, Cambridge; Christ Church and Trinity College, Oxford; Eton and Winchester Colleges; St. Paul's School, Repton School.

SEXTON, James, C.B.E. 1917; C.C. J.P.; M.P. (Lab.) St. Helens since Dec. 1918; General Secretary National Union Dock Labourers, 1890; National Supervisor Dock Section Transport and General Labourers; b. Newcastle, 1856; removed to St. Helens when six months old; parents Irish; m. 1882; no c. Educ.: Low House School, St. Helens. Started work half-time Pilkington's Works, St. Helens; went to sea at 13; President Trades Union Congress 1905; Member of Parliamentary Committee, 1900-23; General Council of Trade Union Congress since 1923. Publications: contributed to Seamen's Gazette and Clarion; serial stories.

NAEF, Conrad James, C.B. 1923; C.B.E. 1918; Accountant-General of the Navy since 1921; b. 23



Wife: "I want you to promise that if I die you will travel in the same mourning coach as my mother."

Husband: "All right, but you have knocked all the pleasure out of it for me!"

Smith's Weekly, Sydney.

July 1871; o.s. of Conrad Naeef, Hausen am Albis, Switzerland. Educ.: City of London School; Merton College, Oxford. Entered the Department of the Accountant-General of the Navy, 1895; Superintending Clerk, 1898; Assistant Account-General, 1904; Deputy Accountant-General, 1906-21.

YOUNG, Robert, O.B.E. 1917; M.P. (Lab.) Newton, Lancashire, since 1918; b. 26 Jan. 1872; working-class parents; m. 1910; two s. one d. Educ.: Elementary Schools; Ruskin College, Oxford. In stationer's shop for 4½ years; worked in locomotive engineer's as apprentice and journeyman, 1888-1902; Ruskin College, 1903-5, as A.S.E. Student and Co-op. Lecturer for Trade Unions and Co-op. Societies of Higher Education for Working-men; Assistant General Secretary A.S.E., 1908-13; General Secretary, 1913-19; Chairman of Ways and Means, 1924.

Privy Councillors.

PERLEY, Hon. Sir. George Halsey, K.C.M.G., cr. 1915; High Commissioner for Canada, 1914-22; b. Lebanon, N.H. 12 Sep. 1857; m. 1st, 1884, Annie Hespeler (d. 1910), d. of W. H. Bowley, K.C.; 2nd, 1913, Emily Colby d. of Hon. Thomas White. Educ.: Ottawa Grammar School; Harvard, M.P., county of Argenteuil, 1904, 1908, 1911, and since 1925; Member of the Canadian Government, 1911-17. Recreations: golfing and fishing.

KENNEDY, Thomas, General Secretary, Social Democratic Federation; M.P. (Lab.) Kirkcaldy, 1921-22, and since 1923; Deputy Chief Whip of Labour Party since 1925; b. 1876; m. 1919, Annie, d. of G. S. Michie of Aberdeen, Scottish Labour Whip, 1921-22 and 1923-25; a Lord Commissioner of the Treasury, 1924.

MORRISON, Herbert Stanley, M.P. (Lab.) S. Hackney, 1923-24; Member L.C.C. E. Woolwich, and leader of L.C.C. Labour Party; J.P. County of London; Secretary to the London Labour Party; b. 3 Jan. 1888; s. of Henry and Priscilla Morrison; m. 1919, Margaret Kent; one d. Educ.: Elementary School. Errand boy; shop assistant; telephone operator; deputy newspaper circulation manager; Mayor of Hackney, 1920-21.

Orders of Merit.

MADDEN, Admiral of the Fleet Sir Charles (Edward); 1st Bt., cr. 1919; G.C.B., cr. 1919; G.C.V.O., cr. 1920; K.C.B., cr. 1916; K.C.M.G., cr. 1916; C.V.O., 1907; s. of the late Capt. J. W. Madden, R. Sussex Regiment; m. 1905, Constance Winifred, 3rd d. of Sir Charles Cayzer, 1st Bt.; two s. four d. Fourth, Sea Lord of the Admiralty, 1910-11; Rear-Admiral in the Home Fleet 1911-12; Rear-Admiral com-

manding 3rd and 2nd Cruiser Squadrons in the Home Fleet, 1912-14; Vice-Admiral, 1916; Admiral of the Fleet, 1924; served Battle of Jutland Bank, 1916 (despatches); Chief of Staff to Admiral Commanding in Chief, 1914-16; 2nd in command Grand Fleet, 1917; First and Principal Naval A.D.C. to H.M., 1922-24; Commander-in-Chief Atlantic Fleet, 1919-22; Grand Officer Legion of Honour; Russian Order of St. Anne, 1st Class; Japanese Order of Rising Sun, 1st Class; Italian Order of Savoy, 2nd Class; Grand Officer of Leopold (Belgium); Croix de Guerre (French) with Palm; 1st Class Striped Tiger, China. Heir: s. Charles Edward, b. 1906.

STEER, P. Wilson, artist; a member of the New English Art Club; b. Birkenhead, 1890. Educ.: The Ecole des Beaux Arts, Paris; pupil of Cabanel. Honorary member of Liverpool Academy of Arts; represented in Uffizi Gallery, Florence, by auto-portrait; also in British Museum and Tate Gallery, London; Corporation Art Gallery, Bradford; Manchester City Art Gallery; Aberdeen Art Gallery; Johannesburg Art Gallery; The Metropolitan Museum, New York; The Municipal Gallery of Modern Art, Dublin; Welsh National Museum at Cardiff; The National Art Gallery of Victoria at Melbourne, and Gallery at Perth, Western Australia.

Companions of Honour.

SWANWICK, Helena, Maria, M.A., Editor Foreign Affairs; British nationality; first editor of The Common Cause; b. Munich, 1864; o. d. of Oswald and Eleanor Sicker; m. 1888, F. T. Swanwick, M.A. Educ.: Notting Hill High School; Girton College, Cambridge. Moral Sciences Tripos, 1886; Dublin ad eundem degree; contributor to Manchester Guardian and other papers; social and domestic work in Manchester, 1888-1909; Member of the Executive, Union of Democratic Control and First President Women's International League (British Section); British Substitute-Delegate to the Fifth Assembly of the League of Nations, 1924; speaker and lecturer. Publications: The Small Town Garden; The Future of the Women's Movement; Some Points of English Law; Women in the Socialist State; Builders of Peace.

WALKER, Jane Harriett, L.R.C.P.I., L.R.C.S.E., M.D. Brux; J.P. county of Suffolk; Medical Superintendent, East Anglian Sanatorium, Nayland; b. 24th October, 1859; d. of John Walker, blanket manufacturer, Devesbury, Yorkshire. Educ.: Southport; London School of Medicine for Women; Vienna, etc. In general practice till

NEW ADVERTISEMENTS

PUBLIC AUCTION

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Hong Kong, 2nd January, 1931.

1901; later consulting work; was the first to introduce the open air-treatment of consumption into England, 1892; started the East Anglian Sanatorium, Nayland, Suffolk, 1900; the Working Class Department, 1904; the Children's Department, 1912; section for soldiers disabled with tuberculosis, 1916; for officers, 1919; delivered a course of lectures in U.S.A., 1923; members of the Departmental Committee on Tuberculosis (Astor Committee); Appointed member of Agricultural Wages Committee for Suffolk. Publications: Modern Nursing of Consumption, 1904, 2nd ed. 1924; Handbook for Mothers, a Book for Every Woman, etc.; numerous articles, mainly dealing with social questions, e.g. social aspect of tuberculosis.

Commanders of the Bath

KELLY, Rear-Adm. Wm. Archibald Howard, C.B., 1916; C.M.G. 1917; M.V.O. 1913; commanding 2nd Cruiser Squadron since 1925; 3rd s. of Lt.-Col. H. H. Kelly, R.M.A.; m. 1907, Nora, d. of late Admiral Sir Edmund Poe, G.C.V.O., K.C.B. Entered navy, 1886; Lieut. 1894; Commander, 1904; Captain, 1911; Rear-Adm., 1922; served Somaliland, 1902-4 (medal and clasp); Naval Attaché, Paris, 1911-14; Coronation Medal; served European War, 1914-18; Head of British Naval Mission to Greece, with rank of Vice-Admiral in Greek Navy, 1916-21; Rear-Admiral, First Battle Squadron, Atlantic, 1923-24; Officer of Legion of Honour, 1911; Commander of Legion of Guerre, 1917; Officer of the Italian Military Order of Savoy, 1918; American Distinguished Service Medal, 1919; Greek Order of Military Merit, 1st class.

K.C.M.G.

PEEL, William, C.M.G. 1926; Governor of Hong Kong b. February 27, 1875; s. of late Rev. W. E. Peel, Boston, Spa, Yorks; m. 1911, Violet Mary Drake, d. of late W. D. Laing; two s. Educ.: Silcoates School; Queen's College, Cambridge (11th Wrangler, 1898). Cadet, Malayan Civil Service, 1897; President, Municipal Commissioners, Penang, 1911; President, Municipal Commissioners, Singapore, 1918; Joint Passage Controller, Malaya, 1919; Food Controller, 1919; Controller of Lakur, 1920; British Adviser to the Government of Kedah, 1922; Resident Councillor, Penang, 1925. Chief Secretary to F.M.S. govt., 1926.

HILL, Arthur William, C.M.G. 1926; F.R.S., M.A., S.D.; F.L.S. Director of the Royal Botanic Gardens, Kew, since 1922; Assistant Director, 1907-23; b. October 11, 1875; s. of late D. Hill, Herga, Watford. Educ.: Marlborough, King's College, Cambridge; 1st class Natural Sciences Tripos, Pt. 1, 1897; Pt. 11, 1898; Senior Demonstrator, 1899; University Lecturer in Botany, 1905.

(Continued on Page 12.)

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Sport Columns

SAYER HITS BRIGHT
CENTURY.Club in Impregnable
Position Against Navy.

TRIANGULAR TOURNAMENT.

[At the close of the first day's
play between the Hong Kong
Cricket Club and the Royal Navy,
the Navy are 226 runs behind with
only one wicket in hand.]Taking first use of a good wicket
the Club received a good start from
Sayer and Pearce, who added 67
for the first wicket before the latter
offered a chance off Putman."Tam" Pearce had five 4's included
in his knock of 31 runs. 67-1-31.
With Sayer and Duckitt together
the second wicket partnership
realised 107 runs. Duckitt's share
being 39. He batted with deligh-
tful freedom at times and scored
five fours.Mitchell helped Sayer to add 87
runs for the third wicket before
falling to a catch off Glass for 38
runs which included a six and four
4's.Only 33 runs had been added for
the fourth wicket when Sayer was
clean bowled for an invaluable
knock of 160 runs. He played a
typical innings of his former days
and remained at the wickets while
294 runs were scored. In his bril-
liant century he hit four sixes,
twenty four 4's five 2's and thirty
singles.Owen Hughes and Armstrong re-
mained together until the closure
was applied, the former scoring
53, reaching the boundary on
nine occasions and hitting a six,
and the latter 19.Excellent bowling by Sayer, Beck
and Owen Hughes was largely re-
sponsible for the partial collapse of
the Naval batting, and their im-
minent danger of an innings de-
feat. Sub. Lt. Moseley, in scoring
28, hit a six and four 4's.Reid has captured one wicket for
23 runs, Sayer, 3 for 20, Beck 2 for
16, and Owen Hughes 3 for 33. The
match will be continued to-mor-
row.

Hong Kong C.C.	
G. R. Sayer, b. Glass	160
E. R. Pearce, c. Nash, b. Putman	31
E. R. Duckitt, c. Edwards, b. Baker	39
E. J. B. Mitchell, c. Edwards, b.	
Glass	38
H. Owen Hughes, not out	53
H. J. Armstrong, not out	19
Extras	16

Total (for 4 wks, dec.) 356
J. P. Witham, A. C. Beck, A. C. L.
Bowker, Smith and A. Reid did not
bat.Fall of the wickets: 1 for 67; 2
for 174; 3 for 261; 4 for 294.

BOWLING ANALYSIS.	
O. M. R. W.	
Jowitt	20 1 122 0
Moseley	2 0 21 0
Baker	12 1 65 1
Putman	4 5 32 1
Glass	15 0 73 2
Edwards	3 0 30 0

Royal Navy.	
A. B. Nash, c. Duckitt, b. Beck	10
Lt-Comdr. Squance, c. Smith, b.	
Sayer	25
Lt. Glas, b. Owen Hughes	8
Mid. Jeffries, c. Armstrong, b.	
Owen Hughes	19
2nd. Jowitt, b. Reid	13
Lt-Comdr. Brunton, c. Witham, b.	
Owen Hughes	2
A. B. Baker, b. Beck	7
Sub-Lt. Edwards, not out	22
Sub-Lt. Moseley, b. w. b. Sayer	23
Ldg. Sig. Putman, b. Pearce, b.	
Sayer	0
Mid. Barrett, not out	0
Extras	12

Total (for 9 wks.) 180
Fall of the wickets: 1 for 37; 2
for 37; 3 for 45; 4 for 50; 5 for
66; 6 for 73; 7 for 130; 8 for
180.PEREIRA SCORES 74 AT
I.R.C.

TIED MATCH.

In an inter-Club fixture at the In-
dian R.C. Mr. A. H. Madar's XI, tied
with a team captained by Mr. A. S.
Suffad, each side scoring 147 runs.Batting soundly, S. A. Suffad made
47 for Madar's XI, whilst A. K. Minu
collected 30. Bowling honours went
to A. K. Ismail, who captured four
wickets for seven runs apiece.For Suffad's team, after A. H.
Ranjana had made 32 in a patient
innings, Pereira opened out in a
typical, stout-hearted manner and
rapidly scored 74 runs. The latter's
knock pulled the game round for his
side. The wickets were shared by
A. R. Minu and A. el Arculli for 30
and 49 runs respectively.

A. H. Madar's XI.	
A. el Arculli, b. Pereira	30
S. A. Suffad, b. Madar	47
A. R. Minu, b. A. K. Ismail	4
A. H. Madar, b. Pereira	3
A. P. H. Esnaji, b. Madar	9
A. K. Ismail, b. Madar	30
Suffad, not out	30
I. S. Abdul-Curram, c. S. Ismail,	
b. A. K. Ismail	8
M. el Arculli, not out	12
K. Nazam, c. Pereira, b. A. K.	
Ismail	0
O. el Arculli, c. S. Ismail, b.	
A. K. Ismail	0
Extras	8

Total 147
(Continued at foot of next Column.)

HOME FOOTBALL.

RESULTS OF NEW YEAR
MATCHES.

VILLA'S SURPRISE DEFEAT.

London, Yesterday.

The following were the results
of yesterday's League matches as
cabled by Reuter:—

Division I.	
Blackburn	0 Manchester C. 1
Bolton W.	1 Liverpool
Manchester U.	0 Leeds Un.
Middlesbro'	2 Grimsby
Newcastle	2 Aston Villa
Wednesday	2 Huddersfield

* Postponed owing to fog.

Division II.	
Barnsley	0 Plymouth
Everton	3 Bury
Oldham	1 Reading
Division III.—Northern.	
Accrington	2 Rochdale
Barrow	0 Crewe
Carlisle	1 Doncaster
Chesterfield	5 Tranmere
Darlington	0 Lincoln
Gateshead	2 York
Hartlepool	6 Wigan
N. Brighton	0 Stockport
Southport	8 Nelson

* When abandoned owing to fog.

Scottish League.	
Aberdeen	6 Dundee
Clyde	1 Partick T.
East Fife	0 Cowdenbeath
Falkirk	1 Airdrie
Hamilton A.	1 Motherwell
Hibernians	2 Hearts
Kilmarnock	2 St. Mirren
Morton	1 Leith Ath.
Queen's Park	1 Ayr Un.
Rangers	1 Celtic

* Not played.

Who Will Win?

TO-MORROW'S LEAGUE
MATCHES AT HOME.[Exclusive to China Mail—
By "Linesman."]The following is a list of Home
football matches to-morrow. The
teams in black type may win;
where no black type is shown the
match may result in a draw:

ENGLISH LEAGUE.

Division I.	
Birmingham	v. DERBY CO.
Blackpool	v. BLACKBURN
Bolton W.	v. Huddersfield
Grimsby	v. Newcastle
Leeds Un.	v. Arsenal
LEICESTER	v. Manchester C.
LIVERPOOL	v. Middlesbro'
Manchester U.	v. CHELSEA
WEDNESDAY	v. Sheffield U.
Sunderland	v. PORTSMOUTH
West Ham	v. Aston Villa

Division II.

Bradford C.	v. Barnsley
BURNLEY	v. Southampton
CHARLTON	v. Charlton
Nottingham	v. Bradford
OLDHAM	v. Stoke
Plymouth	v. Bury
PORT VALE	v. Bristol C.
PRESTON N.E.	v. Reading
Swansea	v. EVERTON
TOTTENHAM	v. Wolves
WEST BROM.	v. Cardiff

Division III.—Southern.

Bristol R.	v. Brentford
COVENTRY	v. Charlton
Exeter	v. BRIGHTON
Fulham	v. HULL
Gillingham	v. TORQUAY
Luton	v. Crystal Pal.
Newport	v. NORTHAMPTON
QUEEN'S P.R.	v. Norwich
SOUTHEND	v. Bournemouth
SWANSEA	v. Watford
WALSALL	v. Wolves

Division III.—Northern.

Accrington	v. WREXHAM
Barrow	v. CARLISLE
CHESTERFIELD	v. York
DARLINGTON	v. Nelson
Gateshead	v. HULL
Halifax	v. WIGAN
N. Brighton	v. HARTLEPOOL
Rochdale	v. Crewe
ROTHERHAM	v. Doncaster
SOUTHPORT	v. Tranmere
Stockport	v. LINCOLN

Division III.—Southern.

Aberdeen	v. Cowdenbeath
Clyde	v. ST. MIRREN
East Fife	v. HEARTS
Falkirk	v. Ayr Un.
HAMILTON	v. Partick
Hibernian	v. Celtic
Kilmarnock	v. Airdrieonians
MORTON	v. Partick
Queen's Park	v. Motherwell
RANGERS	v. Dundee

BOWLING ANALYSIS.

O.	M.	R.	W.
Pereira	5	0	31
A. K. Ismail	5	5	1
A. el Arculli	5	0	18
A. S. Suffad	2	0	7
Madar	2	0	34
A. S. Suffad	2	0	11
A. R. Minu	2	0	12

A. S. Suffad's XI.

M. P. Madar, b. A. el Arculli	32
A. H. Ranjani, b. A. el Arculli	12
A. S. Suffad, b. A. el Arculli	1
A. R. Minu, b. A. el Arculli	0
D. Mohamed, b. A. el Arculli	0
F. D. Pereira, b. Abdul-Curram,	
b. A. R. Minu	74
E. M. el Arculli, b. A. R. Minu	2
A. S. Suffad, b. A. R. Minu	2
A. K. Ismail, b. A. R. Minu	2
A. R. Minu, b. A. el Arculli	2
S. Ismail, not out	4
A. A. Runjani, b. A. R. Minu	18
Extras	10

Total 147

BOWLING ANALYSIS.

O.	M.	R.	W.
A. R. Minu	5	0	20
A. H. Madar	5	0	26
Nazam	2	0	10
A. el Arculli	11	1	49
Ismail	2	0	14

FRANCE'S BARE WIN
OVER IRELAND.Pre-Arranged Tactics
Successful.

SUPERIOR SPEED.

Paris, Yesterday.

France defeated Ireland in the
first of the Rugby Internationals by
a try (3 points) to nil.The better of two moderate teams
obviously won by prearranged tac-
tics to cope with the heavy condi-
tions. The Frenchmen were su-
perior in speed and were always
at the heels of the Irishmen with
the exception of Lightfoot.The Irish three-quarters flittered
away chances by feeble handling
whilst the French "kick-and-run"
tactics always gained ground.It was not until after the interval
that Ribere touched down for a
well deserved try. Sixteen minutes
after half time Ribere received
from the scrum and bursting his
way through with Irishmen hang-
ing on to his legs he dragged him-
self over the line for an unconvert-
ed try, Clady missing the convert.Ireland received a last-minute
penalty which presented a chance
but Ribere proved too fast for
Lightfoot and beat him to the touch
down.Result:
France 3 pts.
Ireland 0 pts.

—Reuter.

TEAMS FOR INTERPORT
TRIAL TO-MORROW.An Interport Trial Match has
been arranged for to-morrow on
the Club ground at 4.15 p.m.This is the only trial and form
shown in this game will have a
big say in the composition of the
representative side. The follow-
ing are the teams:—Club Colours:—J. R. Whitham;
G. P. Lammert, R. H. Griffiths, E. R.
Allera, G. R. More, M. W. Turner,
J. W. King, D. L. Milne-Day, W. F.
Pear, W. F. Leslie, E. R. West,
F. R. Burch, E. B. Gamble, J. A. E.
Kendrew, and B. P. Massey.Colours:—R. J. Grieve, Lt. Galleley
(S.W.B.), Lt. Hamilton (S.W.B.),
C. J. D. Law, J. J. Ferguson, Lt. Cpl.
Rees (S.W.B.), G. A. L. Plummer
(S.W.B.), E. F. Buttress, A. R.
Cox, W. F. Kerr, Cpl. McKellar
(Argyll), Surg. Lt. Nicholson
(Navy), Lt. Corrie, Trant (S.W.B.),
and Sgt. Vowles (S.W.B.).Referee: Dr. J. H. McElney.
Jerseys for the Colours' side to be
obtained at the ground.

Our Sports Diary.

LOCAL.

CRICKET.—To-morrow—Divi-
sion I.—C.S.C.C. v. I.R.C. (L.);
H.K.C.C. v. Navy (F.); Division
II.—Recreo v. Hong Kong C.C.
(L.); Indian R.C. v. Civil Service
(L.); University v. Kowloon C.C.
(F.); R.A.S.C. v. Diocesan Boys'
School (F.); Police v. Royal
Signals (L.).GOLF.—To-day—H.K.G.C. New
Year's Meeting.
January 14.—Match between
"Wild Bill" Mehlhorn and Bobby
Cruckshank, Hunting, 2.30 p.m.FANLING HUNT.—Sunday—
Hunters' Arms.

Wednesday—Potts's Bungalow.

January 11.—Lok Ma Chau
crossroads.January 14.—Sheung Shui Police
Station.

January 17.—Kennels.

January 21.—Hunters' Arms.

January 25.—17 Pine Tree Hill,
204/205 milestones.

January 28.—Race Course.

January 31.—Sun Wal Camp.

FOOTBALL.—To-morrow—1st
Division—R.A. v. Navy; Chin-
ese Athletic v. Club; Police v.
Argyll; Recreo v. South China;
Kowloon v. St. Joseph's; Second
Division—Navy v. Argyll; Bor-
derers v. St. Joseph's; University
v. Club; Eastern v. Chinese Ath-
letic; Recreo v. South China;
Kowloon v. Royal Artillery; Third
Division—Borderers v. R.A.S.C.;
Fukien v. Royal Engineers;
R.A.O.C. v. South China; Royal
Air Force v. Chinese Athletic.BOXING.—To-morrow—Tourn-
ament, City Hall, 9 p.m.HOCKEY.—To-morrow—Eng-
land v. Scotland (Ladies), 3.30
p.m.FENCING.—Monday—Fencing
Club Meeting, Yacht Club, 5.45
p.m.CHESS.—Tuesday—Kowloon
Chess Club Championship.TENNIS.—January 11.—U.S.R.C.
Tournament—First Rounds Close.January 19.—U.S.R.C. Tourn-
ament—Second Rounds Close.RACING.—January 18.—Fan-
ling Hunt Club's Steeplechase
Meeting.February 15.—Fanling Hunt
Club's Steeplechase Meeting.ATHLETICS.—March 15 and 16
Hong Kong v. Canton Univer-
sities.

CRICKET.

CLUB SECOND ELEVEN FOR
TO-MORROW.The following have been selected
to represent the Club's second eleven
against the Club de Recreo at
King's Park to-morrow.W. P. MacKenzie, P. W. J. Plummer,
J. A. Ashworth, J. Chadwick, E. J.
Colman, R. H. Wild, E. S. W. Pater,
son, R. R. Davies, E. C. Etherington,
J. McFarlane, and C. A. Wright.REST BEAT SERVICES BY
ODD GOAL IN ELEVEN

EVEN EXCHANGES

NINE GOALS SCORED BEFORE.

HALF TIME.

CLARK'S GOALKEEPING

The Charity football match between the Combined Services and
the Rest of the Colony was witnessed by a large crowd at Sookunpoo
yesterday.After a most prolific scoring first half, in which nine goals were
scored, the defences settled down to some steady play and as a con-
sequence only two goals were added in this half. The goalkeeping of
Clark was one of the features of a thrilling game, and his timely
saves were chiefly responsible for his side's goal lead at the con-
clusion of the match.Lim Nget-yoon topped the goal scorers' list by netting three
times and Pile, Atkins, and Peacock all scored twice in a fast and open
game which was packed with interest from the kick off until the
final whistle.

REST DEFENCE STEADIER

Played at Sookunpoo, before a

huge crowd, including H.E. the

Governor, and the General Officer

Commanding the Troops in China,

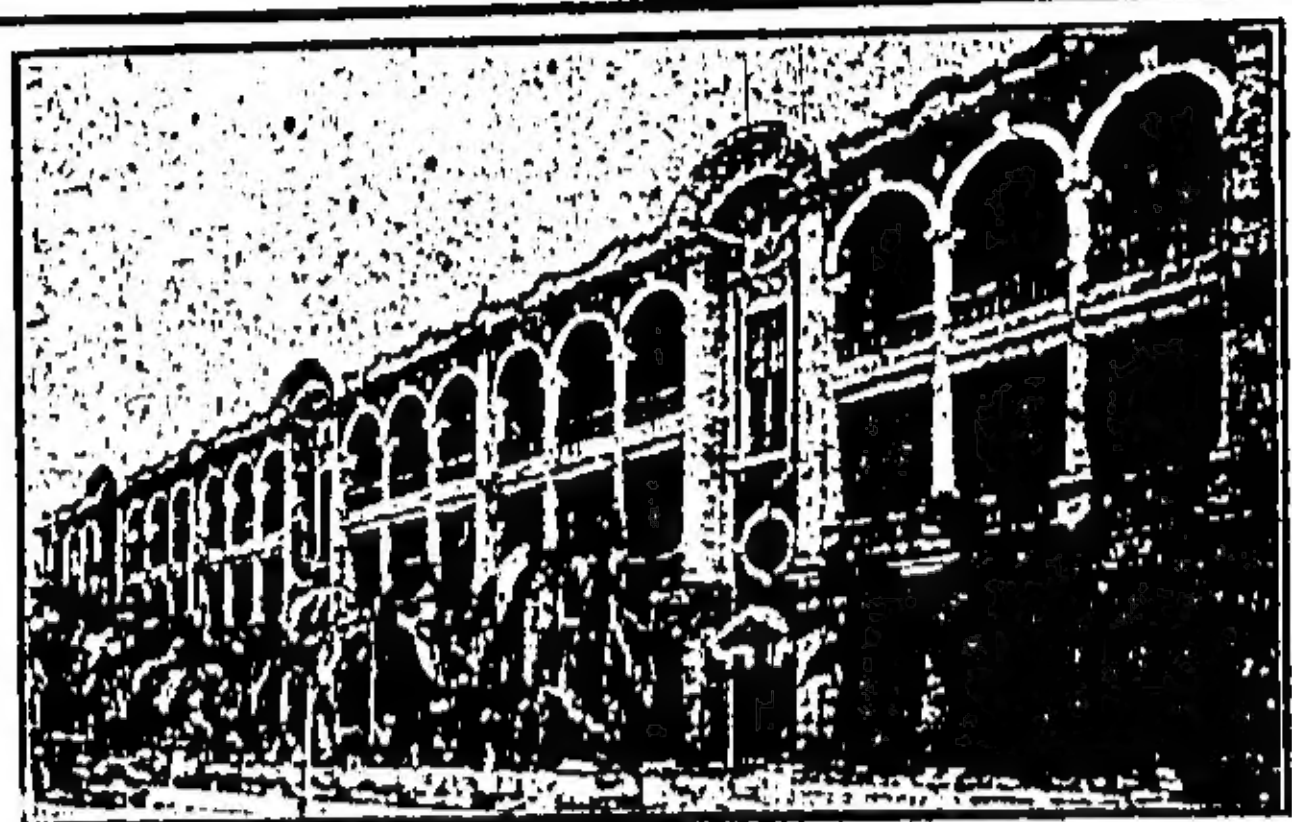
the Rest, after an interesting and

hard fought game, ran out win-
ners by the odd goal in a large

total of eleven.

In the opening half the for-
wards took matters in their own
hands and overwhelmed the de-
fences, but after the interval, the
rearguards settled down to do
some splendid defending, and thus
reduced the prolific scoring.The Services opened the attack
and Magee headed wide. The
Rest retallated and Fung King-
cheong worked through and shot,
but Clucas saved well by punch-
ing out, and Pile, dashing up to
meet the ball, bundled it into the
net, to open the scoring for the
Rest. A minute later,

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OPEN GOLFING TITLES.

Retirement of Wizard Leaves Open Field.

BRITISH HOPES.

A certain glamour will be lost to our championships by the withdrawal of Bobby Jones from competitive golf, writes C. B. MacFarlane in the Evening News. His retirement, however, throws the championships open more than they have been for some years, and our own players now stand a better chance of keeping our titles in this country.

Jones won our Amateur Open title at St. Andrews last May, when he put out Cyril Tolley at the nineteenth hole and defeated Roger Wethered in the final.

Wonderful Tolley. No one of our golfers played so finely against Jones as Tolley, and I shall always hold the opinion that Jones was very lucky to win. His second shot to the Road hole struck into a mass of spectators, which stopped the ball from going into the dreaded road and enabled him to snatch a hard half in four. The match was then all square.

No one was more disappointed than Tolley when he came up and saw his opponent's ball lying safe some 20 yards from the flag-stick. I saw the shot and the ball coming at us, but the gallery was so dense that it was impossible to move so many people quickly enough.

Bobby Jones held the opinion that the ball would not have run into the road, but the ball pitched a few yards from me when it was going quite fast.

Lucky Rubs. Still, these lucky rubs of the championships nowadays when the green are part and parcel of golf links are crowded by thousands of spectators, all of whom are anxious to see each stroke, and especially the putting.

I would never watch putting as a spectator, for it often proves a dull business and does not give me the same thrill as watching the flight of the ball off a long iron shot, or the joy of a delicate approach and loft on to that part of the green which will aid the ball to lie dead at the hole.

George Von Elm is another American who has retired from amateur golf, and the absence of these two will make a vast difference to the composition of their team for the Walker Cup, which is a trophy we have yet to win.

Serious Golf. Young Americans are taking to golf very seriously. They are slavishly copying the style and methods of Bobby Jones, whom they will be able to follow even more closely after studying the instructional films, to work on which, apparently, is the chief reason for his retirement.

American schools, for both boys and girls, have their golf instructors who teach the swing at the right age, whereas our schools look askance at golf and forbid boys scholars to play what used to be called a game for old men.

The Americans have found that they have to be fit and hard to play the game well. Most of their Walker Cup and Ryder Cup teams gave up smoking before the contest, and generally looked after their physical fitness.

In this country our golfers have been content to play golf as a game along with their other games. Yet a little training during school life would be most helpful and would ingrain certain fundamentals which would not be readily forgotten.

Golf At Early Age. Bobby Jones began to play when he could just toddle. A hundred and one other golfers could be named who also started young, and who continue, like Robert Harris, to play extremely well.

No doubt we shall see many Americans, both at Carnoustie and Westward Ho! next year for our championships, but our amateurs, while regretting that they will not be able to have a crack at the winner of the four national championships in one year, will tackle the others in a more hopeful spirit.

After winning our Amateur title

'FLU' ATTACKS M.C.C. CRICKETERS.

Seven of the Team Were Affected.

HAMMOND RETIRES.

A remarkable situation arose during the match between the M.C.C. team and Rhodesia at Bulawayo, according to cables to the Indian papers, an epidemic of mild influenza claiming half a dozen victims among the members of the English team, which prevented Chapman from declaring while the Englishmen were batting a second time as half his team would have been unable to field. Hendren, Hammond, Sandham, Allom, Duckworth and Goddard were all affected. Hammond had to retire after making 49, having had injections in both arms, and Allom retired and went to bed. Chapman himself was also affected.

Leyland All-right. The match was driven. Batting first the M.C.C. made 278 (Wyatt 78, Tomlinson five for 106) and Rhodesia lost one wicket without scoring on the first day. Good batting by Hayward (95) and Symington (60) helped to take their total to 248 on the second day. Peebles taking four wickets for 57 runs. M.C.C. lost one wicket in scoring 4 but recovered well on the third day, their innings realising 322, (Leyland 169).

CAPABLANCA LOSES

SURPRISE IN HASTINGS CHESS TOURNAMENT.

London, Yesterday. In the third round of the International Chess Congress at Hastings a notable defeat was that of the famous ex-world Champion Capablanca by the Indian Sultan Khan, Champion of Britain, in sixty-five moves. In the course of the game Sultan Khan sacrificed his queen for two rooks.

This is the first game that Capablanca has ever lost in a tournament in England. Sultan Khan up to now is the only player at Hastings to win all his games.—Reuter.

FOOTBALL.

UNIVERSITY TEAM FOR TO-MORROW.
The following have been selected to represent the University against the Club to-morrow at 2.30 p.m., sharp:

D. A. Oppenheim; E. L. Harrison; K. Y. Lee; S. Reed; S. L. Wong (captain); H. T. Bee; T. Y. Ong; C. Candah; C. K. Tan; P. P. Kho; and Y. P. Lim.

Recreio Teams for To-morrow.
The following will represent the Club de Recreio:

1st XI. v. South China on the Caroline Hill ground at 4 p.m.:—Lawrence; P. M. Xavier; R. Silva; Netto; S. Sousa; N. Eslava; V. Marques; B. Goano; Ward; A. V. Goano; Rocha; and P. Santos.

2nd XI. v. South China on the Recreio ground at 2.15 p.m.:—H. Britto; J. Santos; C. Marques; V. Costa; C. R. Silva; A. Barretto; G. Gutierrez; E. Lawrence; M. Sousa; J. Goncalves; and C. Figueiredo. Reserves: A. Assis and C. Goano.

You can usually give the heavy fellow the slip, and it is only when tempers are lost that you get rough play as a result of shoulder charging.—André Ducat.

At St. Andrews this year, Jones said it was his best performance. Of our players he thought highly of young Eric Fiddian of the Midlands, but his praise was highest for Miss Joyce Wethered, who has also retired from championship golf. Miss Wethered also realised her great ambition when she won the Women's Open Championship at St. Andrews last year.

Cyril Tolley is in America at present, but no doubt he will return for the Amateur Championship. Our amateurs can assuredly look forward to next season with greater hopes of stemming the American invasion and even of putting up a better game for the Walker Cup of 1932, which is to be played in America.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/— 7/8
Bank, on demand	1/— 7/8
Bank, 4 months' sight	1/1
Credit, 4 months' sight	1/1 9/16
Documentary 4 months' sight	1/1 11/16
On Paris—	
On demand	665
Credit, 4 months' sight	705
On New York—	
On demand	26 1/16
Credit, 60 days' sight	27 1/2
On Bombay—	
Wire	72 1/2
On demand	72 1/2
On Calcutta—	
Wire	72 1/2
On demand	72 1/2
On Singapore—	
On demand	48 1/2
On Manila—	
On demand	52 1/2
On Shanghai—	
On demand	Tls. 76 3/4
Dollar	5% dis.
On Yokohama—	
On demand	52 1/2
Sovereigns (Bank's buying rate)	1/1 1/2
Silver (per oz.)	14 7/16
Bar Silver in Hong Kong	4% prem. nom.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	3 1/2% p.a.
Chinese Sub. Coin	23 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	123.64 1/2
New York	4.85 1/2
Brussels	34.76 1/2
Geneva	25.04 1/2
Amsterdam	12.06
Milan	92.72 1/2
Berlin	20.38 1/2
Stockholm	18.13
Copenhagen	18.16 1/2
Oslo	18.16
Vienna	34.47 1/2
Prague	165 1/2
Helsingfors	193
Madrid	48.20
Lisbon	108.25
Athens	375
Bucharest	818
Rio	4 9/16
Buenos Aires	35 1/2
Montevideo	35 1/2
Bombay	1/5 3/4
Shanghai	1/4 3/4
Hong Kong	1/1
Yokohama	2/0 1/2
Silver Spot	14 7/16
Silver Forward	14 1/2
—British Wireless Service.	

"BIG" BILL MAKING FILMS.

Lawn Tennis Aspirants Will Welcome Them.

New York, Yesterday. W. T. Tilden, the American lawn tennis star, is now making tennis films.—Reuter's American Service.

KOWLOON GOLF CLUB.

HOLIDAY GOLF.

The following is the result of the Bogey Pool played over the Kowloon course during last weekend:—
A. A. Lopes

"Take up golf" is in danger of becoming a tabloid preparation, too easily prescribed, readily swallowed, and not always producing the desired results. To many, a change from one form of mental work to another is much more recreative than the pursuit of a ball whose flight and destination are of much less interest than those of a moth or a bird.—Sir Farquhar Buzzard.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 2nd Jan., 1931.

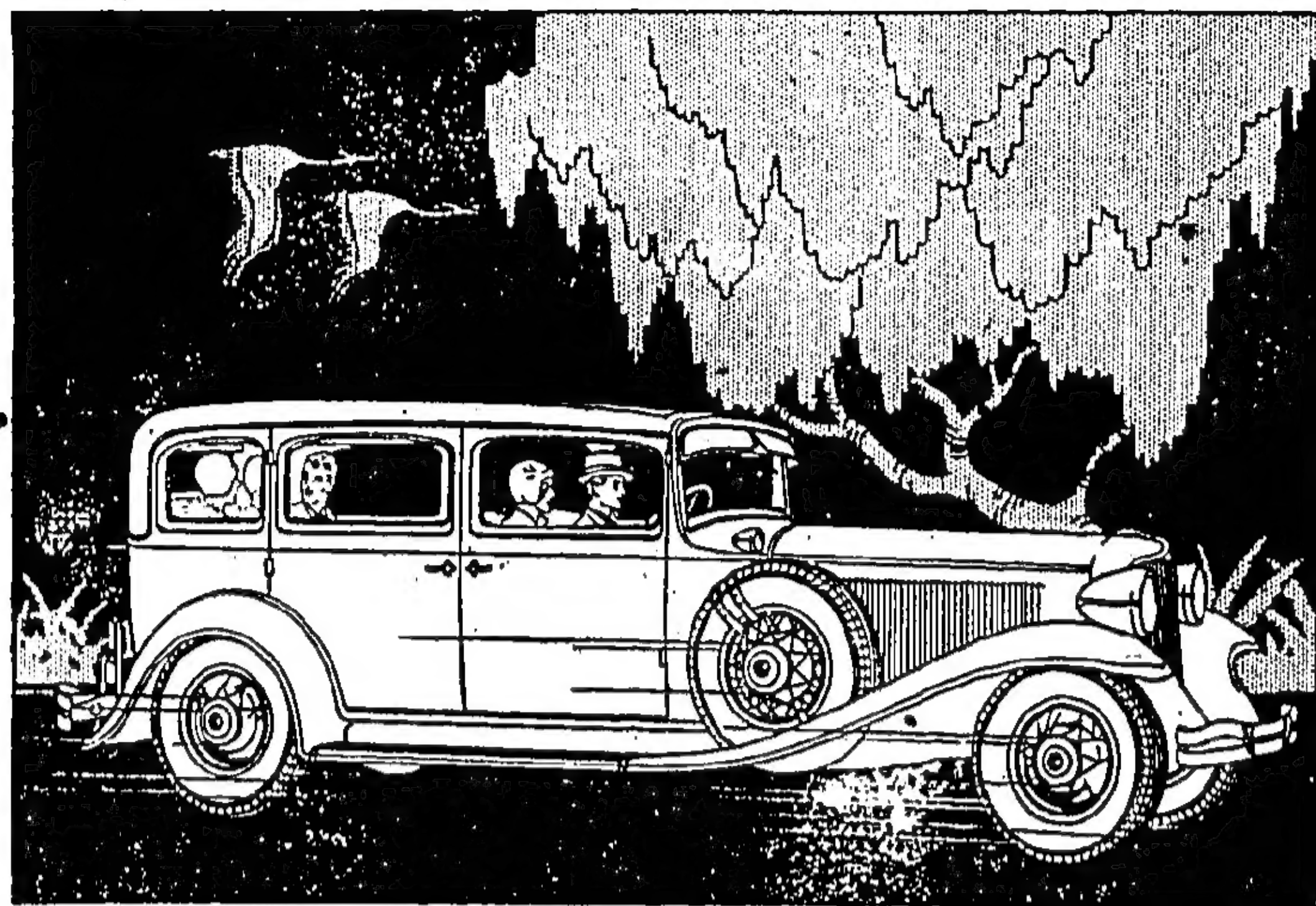
STOCK	Buyers	Sellers	Sales	Nov.	Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1765	1765	...	Dec.	...	[Interim 25 s/s 1930 at 10%—66.66] Aug. 11, 30
Chartered Bank .....	...	...	171	Dec.	...	[Interim 17 s/s 1930 at 10%—50] Sep. — 30
Mercantile Bk., A.B. & C. .....	...	...	131	Dec.	...	[Int. 20% at 10%—100] Sep. — 30
Bank of Asia	115	...	...	Dec.	...	[Int. 10% at 10%—100] Feb. 28, 30
Insurance.						
Canton Ins.	1940	...	...	Dec.	...	[Final 25 s/s 1930 at 10%—66.66] May 15, 30
Union Ins.	520	520	620 (520)	Dec.	...	[Interim 15 s/s 1930 at 10%—50] May 30, 30
*China Underwriters	320	31	...	Dec.	...	[Final 25 s/s 1930 at 10%—66.66] May 30, 30
China Fire Ins.	450	...	...	Dec.	...	[Interim 15 s/s 1930 at 10%—50] May 30, 30
H. K. Fire Ins.	1925	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 30, 30
Shipping.						
Douglas	38 1/2	...	...	Dec.	...	[Last dividend for 1930] Mar. 4, 30
H. K. Steamships .....	...	...	80 1/2	Dec.	...	[Int. 10% at 10%—100] June 15, 30
Iodo-China (Pref.) .....	...	...	40	Dec.	...	[Last dividend for 1930] May 8, 30
(Def.) .....	...	...	24	Dec.	...	[Int. 10% at 10%—100] Pending
Shanghai .....	...	...	72 1/2	Dec.	...	[Int. 10% at 10%—100] Mar. 10, 30
Union Waterways	39	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 10, 30
Mining.						
Penguen .....	...	...	11.10	Dec.	...	[Interim 15 s/s 1930 at 10%—50] Sep. 30, 30
Kailan Mining Ad. .....	...	...	25 1/2	June	...	[Int. 10% at 10%—100] Dec. 30, 30
Langkat .....	...	...	8 1/2	Dec.	...	[Int. 10% at 10%—100] May 8, 30
Shai Exploration .....	...	...	31	Dec.	...	[Int. 10% at 10%—100] July 1, 30
Loans .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Dec. 30, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	17 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 1930
H. K. & W. Docks	30 1/2	...	...	Dec.	...	[Last dividend for 1930] Mar. 1930
South Ch. Motors	5.55	...	5.43 1/2	Dec.	...	[Last dividend for 1930] Sep. 15, 30
*China Provident	3.60	...	...	Dec.	...	[Int. 10% at 10%—100] Feb. 25, 30
Hongkong .....	...	...	284	Dec.	...	[Int. 10% at 10%—100] July 30, 30
N. Engineering .....	...	...	7.10	Dec.	...	[Int. 10% at 10%—100] July 30, 30
Shanghai Docks	117	...	...	Apr.	...	[Int. 10% at 10%—100] Apr. 7, 30
Land, Hotels & Buildings.						
*H. K. & S. Hotels	13.30	13 1/2	...	Dec.	...	[Int. 10% at 10%—100] Aug. 5, 30
H.K. Lands (old)	8.45	...	...	Dec.	...	[Int. 10% at 10%—100] July 31, 30
(new)	8.45	...	...	Dec.	...	[Int. 10% at 10%—100] May 7, 30
Shanghai Lands	17.70	17.65	...	Dec.	...	[Int. 10% at 10%—100] Sep. 4, 30
Humphreys (Cam. R.) .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] July 31, 30
H. K. Realities .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 1930
Chinese Estates .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 1930
Cotton Mills.						
*Ewo Cotton	12	...	11.50 (12.05)	Dec.	...	[Final T. 8 s/s 1930] Mar. 17, 30
Shanghai Cotton	80 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] Nov. 29, 30
Zong Sing	91	...	...	Dec.	...	[Int. 10% at 10%—100] Oct. 11, 30
Public Utilities.						
*H. K. Tramways	18	...	...	Dec.	...	[Int. 10% at 10%—100] Aug. 27, 30
Peak Tram (old) .....	...	...	14 1/2	Apr.	...	[Int. 10% at 10%—100] June 15, 30
(new) .....	...	...	...	Apr.	...	[Int. 10% at 10%—100] Feb. 14, 30
Star Ferry	94 1/2	94 1/2	...	Dec.	...	[Final 30 s/s 1930 at 10%—66.66] Dec. 15, 30
*China Light .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
H. K. Electric	81 1/2	81 1/2	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
Macao .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
Sandakan Lights .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
H.K. Tel. fully paid .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
H.K. Tel. (part paid) .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
China Buses .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
*S'pore Traction (Ord.) .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
(Pref.) .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 12, 30
Industrials.						
China Sugar .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
Malayan Sugar .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
Cald. Mfg. Ord. .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
Frederick .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
Canton Iron .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
*Cement (com.)	17.50	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
(old)	12 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
(new)	5.30	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
H. K. Rope	11.35	...	...	Dec.	...	[Int. 10% at 10%—100] Apr. 15, 30
Stores, &c.						
Dairy Farm (old)	25 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 14, 30
(new)	25 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] Mar. 14, 30
Watsons	19 1/2	...	...	Dec.	...	[Int. 10% at 10%—100] May 15, 30
Dix A. Wini .....	...	...	3.70	Dec.	...	[Int. 10% at 10%—100] June 10, 30
Lane Crawford .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] June 10, 30
Mackintosh .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] June 10, 30
Sincere .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] June 10, 30
Wm. Powells .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] June 10, 30
Miscellaneous.						
H.K. Amusement .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Sep. 27, 30
Ch. Entertainment .....	...	...	...	Dec.	...	[Int. 10% at 10%—100] Sep. 27, 30
H. K. Constructions	4.30	...	...	Dec.	...	[Int. 10% at 10%—100] Sep. 27, 30
B. Ind. G.S. Bonds	70%	Dec.	...	[Int. 10% at 10%—100] Sep. 27, 30
H. K. Govt. Loans	Dec.	...	[Int. 10% at 10%—100] Sep. 27, 30

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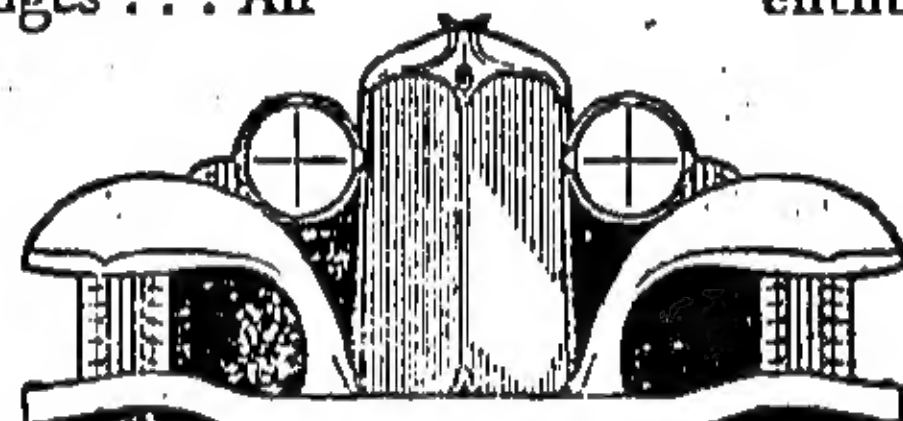
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The Detroit and Canada Tunnel.

New York, Nov. 10.
The Detroit and Canada Tunnel, connecting Detroit and Windsor, Ontario, is the first vehicular subway ever built between two nations. Two others are in use in the United States—the Holland Tunnel in New York and the George A. Posey Tunnel, connecting Oakland and Alameda, California.

The Detroit and Canada Tunnel is approximately a mile long from port to port. The American portion is but a few hundred feet from the centre of the financial and shopping districts of Detroit, while the Canadian end is located in the very heart of Windsor's rapidly expanding business centre. The roadway in the tunnel is 22 feet wide, allowing one lane of traffic in each direction and an extra lane to spare. The estimated capacity is 1,000 vehicles an hour in each direction. The project has been under construction for two years and a half, and is costing approximately \$25,000,000.

Ventilation has been designed to keep air in the tunnel purer than air in the street outside. Disabled automobiles will be removed quickly and safely. Traffic will be regulated so that, despite a fairly high rate of speed, driving in the tunnel will be safer than surface driving in the surrounding streets. Three separate methods of construction were employed in building Detroit's great sub-aqueduct highway to Canada. Probably the most spectacular construction feature was the fabrication, launching, towing and sinking of the nine steel tubes comprising the under-water portion of the tunnel. These tubes have an aggregate length of more than half a mile, all of which is under water.

Next in spectacular appeal were the shield-driven sections, amounting to a quarter of a mile. The

rest of the tube was built by the so-called cut-and-cover method and through excavation of open approaches. Thus one half of the tunnel will be seen to be under water and the other half under land.

The tunnel will prove a boon for travellers going Eastward via Niagara Falls, effecting a saving of more than 100 miles over the shore route south of Lake Erie. It also will be extremely convenient for growing numbers of Detroiters owning summer homes on the Canadian shore of Lake Erie, and for many others who annually resort in the Georgian Bay and Muskoka Lake districts of Northern Canada.

Commuters, however, will find the tunnel most useful of all. Ending, as it does, in the business district of both Detroit and Windsor, this tunnel will enable commuters to travel from City Hall in from three to five minutes.

A miniature city has been erected at each end of the Tunnel for housing tunnel officials, and equipment. Ten structures have been built on each side of the river. Terminal plazas are large, so that traffic entering or leaving the tunnel spreads out fanwise to facilitate rapid inspection by customs authorities. International travel at this point should take on a new spurt when the tunnel is opened to the public early in November.

PUDDLE JUMPING.

Some Causes of Faulty Steering.

Real economy, to say nothing of safety and comfort, is brought about when the shimmying, puddle-jumping, wobbly-wheeled automobile goes to the repair shop for front wheel tightening and alignment. Authority for this statement is Mr. Mann of Duro Garage, who as a dealer in Fisk Tyres is in an excellent position to see what happens when drivers are careless.

"Three rather technical words must be understood," said Mr. Mann. "If the motorist is clearly to understand the importance of wheel alignment. These words are 'camber,' 'caster,' and 'toe-in.'"

"The front wheels of a car are 'cambered.' That is, they are closer together at the bottom than at the top. They 'toe-in,' which means they are closer together at the front than at the back. The front axle is 'castered,' or tilted backward."

All these things are done, he explained, to counteract forces which come into action when the car is put in motion. The weight of the car brings the front wheels closer together at the top than the bottom, a tendency offset by the camber. As a car moves ahead the wheels are drawn back, or spread apart at the front. The toe-in compensates for this. The wheels must have a following action to the king-pins by which they are fastened to the axle. The backward tilt, or caster, of the axle accomplishes the desired result.

When a new car is delivered, the tyre man explained, the front wheels presumably are perfectly aligned. But the road shocks of 500 miles are often enough to change the camber, the toe-in, or the caster. If regular inspections are made, little or no expense is entailed in keeping the alignment as it should be. Literally millions of automobiles, however, are permitted to run for months and years without such inspections.

Faulty steering, shimmying and excessive tyre wear are only a few of the many penalties paid by motorists who fail to have their cars checked monthly. Tyre shops, automobile service stations, and garages are practically all equipped to make the simple measurements needed to determine whether the car's front wheels are properly performing their indispensable functions. Service men suggest that every time the battery needs water, the motorist should have his front wheel alignment checked.

'PLANE & CAR.

Three Hundred Makers of History.

New York, Nov. 21.
Climaxing two days of travel, 300 buyers of Hupmobile straight eights returned to their home cities last week from Detroit. And in thousands of homes throughout the United States and Canada, real people are discussing the thrilling experiences of these same 300 participants in Hupmobile's annual Sky-Road Parade and Million Dollar Driveaway which was staged on October 29 and 30.

This event brought together the two newest means of public conveyance—the aeroplane and motor car—which transported these 300 buyers of Hupmobile cars from their homes in the West, Middle West, South and East to Detroit and back again. Following their arrival in huge transport planes, the driveaway on the second day—the largest this year among cars of this type and price—sent these same new owners to their homes, exulting in the fact that they had played a major part in making aviation and automobile history.

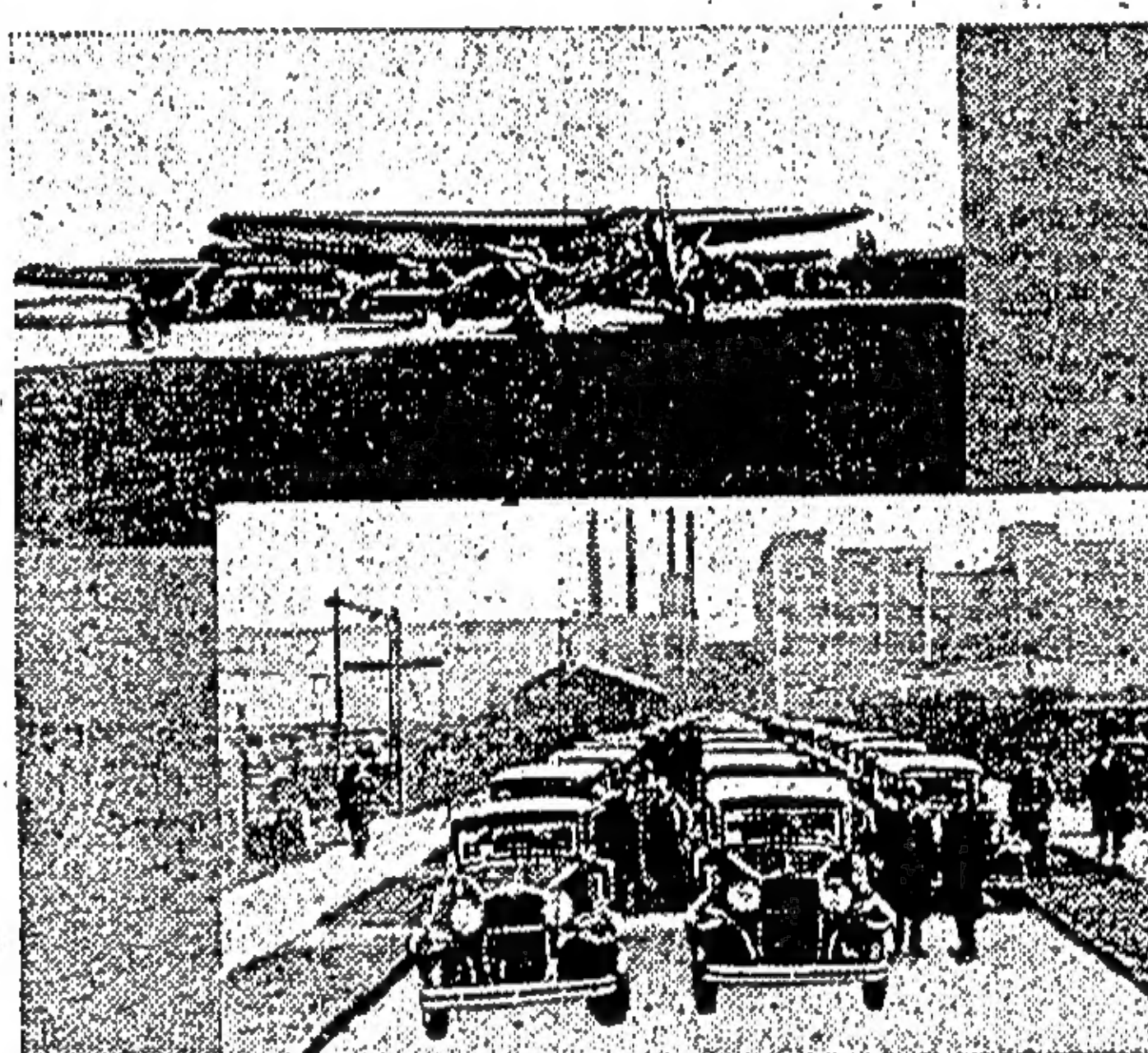
Described by Du Bois Young, president of Hupmobile, as "being not just the second annual Sky-

and 133 horsepower Models "H" and "U" in the driveaway.

The First Arrival.

The actual arrival of the Sky-Road caravan from the mid-west was witnessed by hundreds of visitors to the Ford Airport. The first ship to land at the airport was the Shell Lockheed monoplane piloted by the famous Lieut. Jimmy Doolittle. Although fourth to take off from the Municipal Airport in Chicago, his speed plane delivered the party headed by George Weber, St. Louis Hupmobile distributor, to Detroit in exactly one hour and twenty-six minutes, one of the fastest marks ever made between the Windy City and Detroit by a passenger plane. Landing in rapid succession at intervals of approximately two minutes were the transport planes furnished by the National Air Transport, Curtis Publishing Company, piloted by Lieut. Gorton, well-known flyer, two from the Standard Oil Company of Indiana, the Timken Roller Bearing Company, the Fokker of the Goodyear Tyre and Rubber Company, the Ryan from the Electric Auto-lite Company, the Lockheed furnished by the Vacuum Oil Company, and the Stinson belonging to the Mobil Oil Company.

In the first ship was Charles E. Gambill, president of the Gambill Motor Company, Hupmobile distri-



but in Chicago. It was largely through the resourcefulness and spirit of the Gambill organization, headed by Mr. Gambill, his brother Denman Gambill, and S. L. Davis, sales manager, that this year's event was made possible.

Stimulus to Business.

First and foremost, it provided both a stimulus to general business and partial restoration of confidence on the part of every company connected directly or remotely with the big driveaway. It was this feature that was most often commented upon at the informal dinner which was addressed not only by factory officials, but representatives of other companies and the city of Detroit. A message from Mayor Frank Murphy said in part: "I trust that your gathering in Detroit will be a strong impetus toward stimulating general business."

Commenting on the union of air transportation with the automobile in this year's Sky-Road Parade, Clarence M. Young, assistant secretary of commerce in charge of aeronautics, said in part: "This is a most constructive innovation to demonstrate the distinct advantages of one system of transportation to the potential buyers of another, and it emphasizes beyond measure that the aeroplane and motor car are in no sense competitive, but that each serves a definite purpose in the general transportation scheme and each can well afford to take full cognizance and advantage of their common interest."

The second point established by Hupmobile's Sky-Road Parade Driveaway was that it set a new record in the annals of aviation in that more individuals were transported in a single flight of transport ships than have ever before been carried by commercial aeroplanes. This feature alone, one of the dinner speakers declared, "established beyond question the enterprise and ability of Hupmobile in doing business in the most modern fashion."

In addition to these two features, the third was that Thursday morning's driveaway was the largest from Detroit to be devoted exclusively to eight cylinder cars of this price class in 1930. All of the cars in the returning cavalcades were straight eights, and every body type produced by this manufacturer was represented—Century Eight, 100-horsepower Model "C"

and 133 horsepower Models "H" and "U" in the driveaway.

Joining the main cavalcade from the middle west over the Ford Airport were two fast passenger ships carrying several men and women buyers from Huntington, West Virginia, while A. L. Englander, head of the Cleveland Distributorship bearing his name, and his party arrived just in advance of the big flight on the regular Cleveland-Detroit passenger run of the National Air Transport; J. J. Williams, Inc., Rochester, New York, distributor, created quite a sensation when two ships with the company name painted on them circled the field and landed with the other group. The plane which made the longest trip to participate in the Sky-Road Parade arrived last at about 5:30 p.m. It had started early that morning from New Orleans, and carried F. J. Johnson, the distributor, and his party. Following the taking of movies and still pictures, the entire party, escorted by city police, was taken in special buses to a downtown hotel.

President Optimistic.

R. S. Cole, vice-president in charge of sales of the Hup Motor Car Corporation, was the toast master at the informal dinner. He introduced Dubois Young, president of the company and chief speaker of the evening.

"There is very little about this gathering to remind us that some people believe business is in the midst of a slump," declared Mr. Young. "I am certain that we have passed through the worst of this depression, and cite as evidence of a steady upturn this unusual gathering to-night."

This is not the first Sky-Road Parade. Mr. Gambill, our Chicago distributor, and his organization originated the Sky-Road Parade a year ago last April. This event is the second of its kind. But I promise you that, because Hupmobile originated this combination of air and automobile travel, it will not be the last."

Mr. Gambill responded to an introduction and declared "this adventure, for such it has been to most of us, will long remain in our

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memory as one of the outstanding feats contributed to the automobile industry by Hupmobile." Detroit's official welcome to the flying delegations was briefly given by John C. Nagel, president of the city council.

Motion pictures of the take-off in Chicago, furnished by the Chicago Daily News, were shown at the dinner, while music and entertainment was furnished by the Murray Body Corporation.

After a breakfast Thursday morning, the party was transported to the factory. By 10 a.m. a line of cars more than 250 in number, (several eastern points were shipping their cars by boat) started away under police escort. Michigan State Troopers conveyed the party through the state.

Unable to remain in Detroit to escort the driveaway on its way across Michigan as was originally planned, the Goodyear blimp which sailed majestically over the city during the dinner on Wednesday evening departed early Thursday morning for its home hangar in Akron.

DON'T!

When Not to Ask A Policeman.

It is good to see, says The Light Car and Cyclecar, that the chief constable of West Sussex is attempting to lessen, if possible, the amount of interference from which point-duty constables at important centres suffer as the result of both motorists and pedestrians using them as a kind of information bureau and thereby not only taking the men's minds off their duty, but often seriously inconveniencing other road traffic whilst queries are put and answered.

It would, of course, be a pity if one of our greatest national slogans, "Ask a Policeman!" were to go by the board, but a constable on point duty has a special job to perform—to direct traffic—and he cannot get on with his job if he is being constantly pestered by people who could obtain the information they require just as easily from other sources.

POLISHING ALUMINIUM.

Aluminium may be restored to its original sheen quickly and easily by using the following preparation. Mix metal polish, eucalyptus, and whiting in the proportions of six, two, and one respectively. This solution acts very quickly on aluminium, and will give it a mirror-like finish that is otherwise hard to get without the use of a power buffing machine.

IN THE DESERT.

Great Performance by a Ford Car.

The glittering armies of the Crusades which swept across Asia Minor to Bagdad and Damascus 700 years ago may have found travel in the Syrian Desert a glamorous thing, but modern transportation as experienced by an archaeological expedition in the same country is something quite different, according to Leroy Waterman, head of the Mesopotamian Expedition of the University of Michigan.

The hardships of transportation in the interior of Mesopotamia would have greatly handicapped the archaeologists, said Mr. Waterman in a recent report received at Ann Arbor, had it not been for a Model A Ford Sedan which was procured at Bagdad last September from the Ford Motor Company. The closed model was found to be exceptionally well adapted to the conditions of the desert country, said Mr. Waterman, because it afforded protection against not only cold and rain, but also against dust, insects and hot winds.

"Through sand and dust like fine flour, from four to six inches deep, the Ford is quite at home," stated Mr. Waterman. "In mud like glue from six to twelve inches deep our car never stalled, through country under water and no road visible the Ford proved seaworthy." Our expedition camp is thirty-one miles from Bagdad, thirteen miles of that is through a roadless wilderness where the only sign of the trail is our former wheel marks and little mounds of earth thrown up at intervals to keep us from getting lost after dark, eighteen miles is by a dirt road that is fairly good in Summer but may become a quagmire in Winter. Our car was our only means of communication with civilisation for supplies or in case of illness. Enough to say that it never failed us.

"We used the car in the service of the Michigan Mesopotamia Archaeological Expedition from September to the end of January and then drove it across the Syrian Desert 534 miles from Bagdad to Damascus in 23 hours, with four people in the car, without mishap."

"There is no car that could have been secured for us that could equal the new Ford for use in its light weight, coupled with power and dependability, and the fact that Ford service is always in reach, make it a car without a rival in that region."

SKIDDING.

Experiments with Model Motor.

THE CONCLUSIVE.

The results of part of the research work which is being carried out at the National Physical Laboratory on behalf of the Ministry of Transport are contained in two papers which have been written for the Institution of Automobile Engineers. The subject is skidding. The first paper is concerned with the influence of the design of the vehicle upon its behaviour through the locking of a wheel or wheels by severe braking; the second deals with experiments devised to show the transverse force required to cause a vehicle to skid on various kinds of road surface.

These papers will be read in London, and will undoubtedly provoke acute controversy in the ensuing discussion.

The subject is one of extreme importance to all motorists, remarks The Motor, that we have studied the papers with considerable care. The experiments on which the first is based were made with a small model, devoid of springs and fitted with solid tyres, on a concrete surface giving good adhesion. The authors optimistically predict that the results will be found applicable to full-scale vehicles; this is open to question, but arguments are rendered unnecessary by the fact that the results reveal nothing that has not been known by engineers for many years.

We are tempted to question the utility of a Government research into the design of vehicles from the standpoint of skidding when it is common knowledge that modern automobiles have advanced to such a stage that safety is ensured except on those surfaces which provide altogether inadequate adhesion.

HAND SIGNALS.

Many motorists appear to overlook the fact that the sole purpose of hand signals is to indicate to others their own intention, and that the driving of other cars behind is no concern of theirs, whatsoever. The only signals really called for are those which indicate that the driver is going to do something which may not be expected by those who are following. In other words, the only signal which appears to be really needed is to hold out the hand in the proper manner (not just dangle the hand over the side of the car or out the window) when it is intended to pull out to the right, either with the object of passing something or turning down a side road. There is quite a large number of motorists who respond to the sound of the horn by a sweep of the hand. This in itself is a laudable action as an indication that the warning has been heard; but how much better it would be to keep the hand on the steering wheel and pull to the left so as to give room to the other car to pass. Theoretically a driver is supposed to move his hand up and down when traffic in front compels him to slow down, and to hold his hand up when forced to stop. If all drivers would realise that the object of hand signals is to indicate their own intentions, and give these signals correctly, the handling of their cars, as well as general safety, would be improved.

AN EMANCIPATOR.

Praise for Commercial Motor.

It is customary to regard every new development of industry as being beneficial to the commercial motor, inasmuch as it provides additional scope for its use. That is perfectly true, and is a legitimate way of looking at the matter. It is, however, even more correct to state that it is the commercial motor, in the service it offers, which has made these developments possible. Without its aid, the mobility it affords and the emancipation from railway dominance which it confers, they would be impossible.

Take one such phase—the present tendency to move factories from congested areas into rural districts. Were it not for the motor vehicle this decentralisation of manufacturers' establishments would not be possible, states The Commercial Motor, for, quite apart from the provision of transport for the products of the factory, there is the conveyance of the workpeople to be considered. It is one thing to plan a new and modern factory in a country district and to equip it with modern machinery. It is quite another to persuade several thousands of townbred and town living workpeople to come to that factory, and it would indeed be impossible but for the enterprise of coach owners and bus proprietors.

At every turn and in every way, therefore, the commercial motor serves the ends of industry and pleasure alike. Its usefulness is augmented rather than diminished when, as time goes on, housing estates spring up around the factory, forming yet another township, with all its needs: food, clothing, heating and other necessities, conveniences and luxuries of modern life, every one of which involves fetching and carrying in some way or another.

CAR WHISTLES FOR ATTENTION

It is doubtful if anything more surprising can be found than a car which whistles to its owner when it requires attention!

Such a car, however, already exists in the form of the new Rover "Light-Twenty" and "Meteor." Even with the science of motor car manufacture as it is to-day, the car has yet to be made to give audible indication when it is time to fill up with petrol and oil, but these new Rovers can—and do—whistle when the mixture is likely to become rich.

The phenomenon is easily explained. The air is filtered through "steel wool" and when this becomes choked with impurities—which the very existence of the filter have prevented from reaching the interior of the engine—the mixture naturally becomes rich. On many cars this passes unnoticed for days—perhaps weeks or months—and heavier petrol consumption results. But on these Rovers a small whistle is incorporated in the air cleaner and the moment there is the slightest restriction in the main supply, the whistle comes into operation. The owner can then wash out the steel wool and the filter is good for many more thousands of miles.

It is seldom, of course, that such attention is required, but the fact that this whistle is fitted shows the lengths to which manufacturers of high grade cars to-day will go to ensure economical and trouble-free running.

NEW TRAFFIC LAWS.

Points for Motor Cyclists to Remember.

London, Nov. 29, 1930.

On Monday next, December 1, most of the first part of the Road Traffic Act will come into force. History will be made that day. It will mark the beginning of a new era of traffic regulation in this country. We need hardly stress the fact that it is of the utmost importance to every motorcyclist to know, on Monday morning, exactly what the law requires of him. Ignorance of the new regulations will not avail as an excuse for their infringement.

In the current issue of Motor Cycling there is a lengthy digest of the new laws affecting motorcyclists. Glancing at the provisions that will take effect next week, the most important, from the point of view of the average rider, strike us as being those relating to dangerous and careless driving. It must be realised that for the former extremely severe penalties will be exacted in the future, whilst the latter becomes for the first time a specific offence. On the other hand (owing to the widespread misapprehension on the subject), it cannot be emphasised too strongly that the speed limit has not yet been removed and that it still remains in force.

Its continuance until January 1 has been considered desirable by the authorities to allow further time for the police to equip themselves with motor-cycles—for "speed cops" to come into being in substantial numbers. Motor Cycling welcomes the organisation of this specialised force. If one has to be charged for an offence under the Road Traffic Act it will be far better to be charged by a man who is himself a motorcyclist than by a possibly bucolic village hoby with no knowledge of the superb control which one has of a modern machine and consequently with no ability to decide as to what is dangerous driving and what is not.

A proper seat for a pillion passenger becomes obligatory on sole machines, if a passenger is to be carried, and driving licences will not in future be issued to boys under 16, although riders under that age, who have had six months' experience on the road, will be allowed to continue motorcycling. The physical fitness qualifications for holding driving licences, over which such a scare has been worked up in a certain section of the Press, do not seem likely to debar from the road any motorcyclist who can ride with safety.

These are some points which should be kept in mind:— Applicants for driving licences must sign a declaration of physical fitness.

The minimum age at which a licence to drive a motorcycle can be obtained is raised to 16.

The new offence of "careless driving" has been created.

A ban has been placed on riding "off the road."

Speed trials and races are specifically prohibited.

Tampering with vehicles and "joy riding" are made offences.

Pillion riding may be undertaken only with proper pillion equipment.

In addition, it should be particularly noted that:—

The speed limit is not yet abolished.

Third party insurance is not yet compulsory.

THIRD PARTY RISKS.

Motorists Forced to Insure.

The part of the Road Traffic Act, 1930, relating to the provision to be made against third party risks arising out of the use of motor vehicles, will come into force in Great Britain. As from January 1, 1931, it will be an offence for any person to drive a motor vehicle on a road unless he is covered against the third party risks specified in the Act.

The Minister of Transport, in issuing the draft regulations, pointed out that in the case of the ordinary motorist this cover will usually take the form of a policy of insurance. As evidence of compliance with the Act, the motorist when driving will need to have in his possession a certificate of insurance which will be supplied by the insurers and which must be produced to a police constable on demand, or in the event of an accident involving a third party, either to a police constable or to any person who has reasonable grounds for requiring to see it. Evidence of compliance with this part of the Act will have to be produced when a Road Fund licence is applied for, so that motorists when applying either to a licensing authority or to a post office for their Road Fund licences for 1931 will at the same time have to produce their certificate of insurance.

The Minister is informed that the insurance companies and underwriters have in hand the preparation of the necessary certificates in connection with all insured vehicles, and that these certificates will be forwarded to policy-holders without application as soon as possible before the close of the year.

Additional Cover.

In all cases where the existing policy does not give all the cover required by the Act by reason of a limitation of liability in respect of injury to third parties the necessary additional cover will have to be arranged for. It will be of assistance to insurance companies and underwriters if, for the present, policy-holders will refrain from approaching them in respect of specific insurance policies.

In the case of employed drivers the necessary cover will normally be obtained by the employer, as the Act provides that no person may cause or permit another to drive unless when so driving he has the necessary cover against third party risks.

The Act provides alternatives to insurance in the case of persons or organisations which have substantial financial resources and are in a position either to deposit £15,000 with the Accountant-General of the Supreme Court or to obtain a "security" given by a company or body of persons authorised to do so by the Act guaranteeing to meet any default in the satisfaction of third party claims. Appropriate certificates are provided for in the Act and in the Draft Regulations made thereunder in these cases, and also in the case of the local and police authorities who are not required by the Act to be covered against third party risks.

The Minister of Transport has published notice of his intention to make regulations under Part II of the Act, and copies of the draft regulations can be obtained by any public or representative body on application to the Roads Department of the Ministry of Transport. This part of the Act does not apply to invalid carriages or to trams.

BRITISH COMMERCIAL MOTORS.

Examination of the Motor Registration figures for the first six months of 1930 reveals the fact that in the market for "quality" commercial motors the well-known Scottish built Albions topped the list with a figure more than 10 per cent. higher than their nearest competitor (also, incidentally, a British manufacture).

Albions have been doing good business, with many well-known firms, among whom may be mentioned the Shell Co. of Australia Ltd., Messrs. W. D. & H. O. Wills (Australia) Ltd., Messrs. Wm. Arnott Ltd., Bakers of Sydney, and Messrs. Tooth & Co. Ltd., the well-known Sydney brewers. The Melbourne Fire Brigade have also been purchasing a number of machines of this popular make.

BACKFIRING.

Alarm is sometimes experienced by those who are driving their first car, to find that when taking their foot off the accelerator pedal, while driving along a level road, and especially down a hill, to hear a series of loud explosions occur in the muffler, known as backfiring, and there are probably very few car owners who really know the cause, and may imagine that their



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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.

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A Paramount Picture

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A Beehive of Bliss.

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RUTH CHATTERTON
in her latest Paramount picture
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Another Immortal Story of a Woman's Conflicting Loves.

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NEW YEAR'S HONOURS.

(Continued from Page 7.)

7; Fellow of King's College Cambridge, 1901; Dean, 1907; travelled in the Andes of Bolivia and Peru, 1903; Capt. D.G.R. & E. Publications: botanical papers in scientific journals; Memoir of Canon H. N. Ellacombe.
HEWLETT, William Meyrick, C.M.G. 1915; H.M. Consul at Amoy; s. of late William Oxenham Hewlett; m. 1906, Evelyn Macdonald Nash; two s. one d. Educ.: Harrow. Student Interpreter in China, 1898; served Defence of the Legations at Peking, 1900 (Chinese Medal and clasp); Acting Consul at Changsha, 1908, 1909, 1910; Ichang, 1911, 1912, 1913, 1914, 1915, 1916; Acting Consul-General at Tientsin, 1913; at Chengtu, 1916-22; Local rank Consul-General; Acting Consul at Newchwang, 1913, 1914; Shanghai, 1914; Consul at Amoy, 1923-24.

C.M.G.

LORNE, Mr. James, British Resident of Selangor, Federated Malay States.
WHITE, Mr. Oswald, Consul-General of Seoul.
Grand Cross of St. Michael.
THE TUNKU MUHAMMAD OF NEGRI-SEMBILAN, Federated Malay States.

K.B.

ELPHINSTONE, Lancelot Henry, Attorney-General of Ceylon since 1924; b. September 2 1879; y. s. of Sir Howard Elphinstone, 3rd Bart; m. 1913, Jane Edith, y. d. of R. Jarvis Jamieson, Edinburgh. Educ.: Eton; Trinity College, Cambridge, M.A. Barister; Attorney-General of British Honduras, 1913; Solicitor-General of Trinidad, 1919; Attorney-General of Tanganyika Territory, 1921.
HORNELL, William Woodward, C.I.E. 1918; Vice-Chancellor, University of Hong Kong, since 1924; 2nd s. of late Robt. Hornell, Barrister-at-law, Inner Temple, and Elizabeth Brooking Cornish; b. September 18 1878; unmarried.

ried. Educ.: Radley, Trinity College, Oxford. Appointed to Indian Educational Service, 1901; Professor of English, Presidency College, Calcutta, 1902; Inspector of European Schools, Bengal, 1903; Assistant Director of Public Instruction, Bengal, 1906; resigned India Educational Service and joined Board of Education, Whitehall, 1908; Assistant Director of Special Inquiries and Reports; Board of Education, 1910; Secretary Imperial Education Conference, 1911; Director of Public Instruction Bengal, 1913-24; Member of the Calcutta University Commission, 1917-19.
JARVIS, Col. (Alexander) Weston, C.M.G. 1900; M.V.O. 1901; Lieut.-Col. late commanding 3rd County of London Yeomanry; Hon. Lieutenant-Colonel in the Army; e. s. of Sir Lewis Jarvis, Middleton Towers, King's Lynn, Norfolk; b. December 26 1856; m. 1912, Diana, d. of late Charles George Fontaine, and widow of Lt.-Col. Walpole Fellett, 9th Lancers. Educ.: Harrow, M.P., King's Lynn (Conservative), 1886-92; served Matabele war, 1896 (medal); Major in Rhodesian Regt., Boer war, 1899-1900, and afterwards Lieut.-Col. commanding 21st Batt. Imperial Yeomanry, 1901-2 Queen's and King's medals; served on Staff of Duke of Connaught in his mission to Egypt and India (Delhi Durbars) 1902-3; European War, Dardanelles, 1915; Egypt, 1916; in command of 3rd County of London Yeomanry; France, 1917-19, on Staff (despatches). Decorated for services in Boer war.

R.A.F. Promotions.

Promotions in the Royal Air Force include:-
BROOKE POPHAM, Sir Henry Robert Moore, C.B., C.M.G., D.S.O. Air Officer Commanding the Fighting Area Air Defences of Great Britain since 1926, to be Air Marshal.
HOLT, Air Commodore Felton Vesey, C.M.G. to be Air Vice Marshal.
[Formerly commanding Central Flying School, Up-Avon; Aeronautical Adviser to the Chinese Government, 1920-22; b. February 23 1886; 3rd s. of late Sir

Vesey Holt, K.B.E., Mount Mascal, Bexley; m. 1926, Marion Edith, o. d. of James Henry Dugdale, Cadogan Gardens and Rowney Priory, Hertfordshire. Educ.: Eton; Sandhurst. Entered Army, 1905; Captain, 1924; Acting Brig.-General, April 1918-April 1919; Air Commodore, 1925; served European War, 1914-19 (despatches, D.S.O., B. Major for engaging single-handed a group of twelve German aeroplanes which were attacking the town of Dunkirk), also despatches for defence of London during air raids.]

Royal Navy Promotions.

The following promotions have been made to date:-
Commanders to Captains: G. W. T. Roberts, M. W. S. Bougher, H. B. Rawlings, H. R. Marrack, K. H. L. Mackenzie, R. L. Burnett, D. A. Budgen, W. T. Makeig-Jones, F. C. Bradley, H. E. Horan.
Lieut.-Commanders to Commanders: H. D. Owen, P. F. P. Wood, W. O. Scrymgeour-Wedderburn, J. T. Berrett, S. N. Blackburn, T. H. Back, T. M. Smith, R. D. Wilmet-Stewart, C. M. Budin, P. F. Cooper, Q. D. Graham, R. L. B. Cunliffe, A. H. Maxwell-Hyslop, E. D. Brooke, C. A. Kershaw, J. C. Annesley, A. F. De Salis, W. R. Slayter, G. A. B. Hawkins, R. F. B. Swinley, H. P. K. Oram, F. J. Wylie, M. J. Mansergh, F. R. Garside, A. M. Williams.
Engr. Comdrs. to Engr. Capts.: T. H. Warde, J. Ashton, R. C. Hugill, H. W. Widdish.
Lieut. Comdrs. (E) to Cdrs. (E): L. J. Goudy, H. J. B. Moore, H. S. Harrison, W. D. Brown.
Engr. Lt./Cdrs. to Engr. Comdrs.: I. McIvor, C. E. Lowe, S. G. West, D. P. O'Dwyer.
Paymaster Comdrs. to Pay Capts.: C. S. Johnson, J. L. Syson.

Royal Marines.

Royal Marines Promotions.
Major to be Brevet Lieut. Colonel (I) T. L. Hunton.
Captain to be Brevet Major (I): G. E. Wildman-Lushington.
The following promotion has been announced by the Commonwealth Naval Board:
Commander to Captain: C. Farquhar-Smith.

AMUSEMENTS

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Directed by Benjamin Stoloff.
Story and dialog William K. Wells.

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